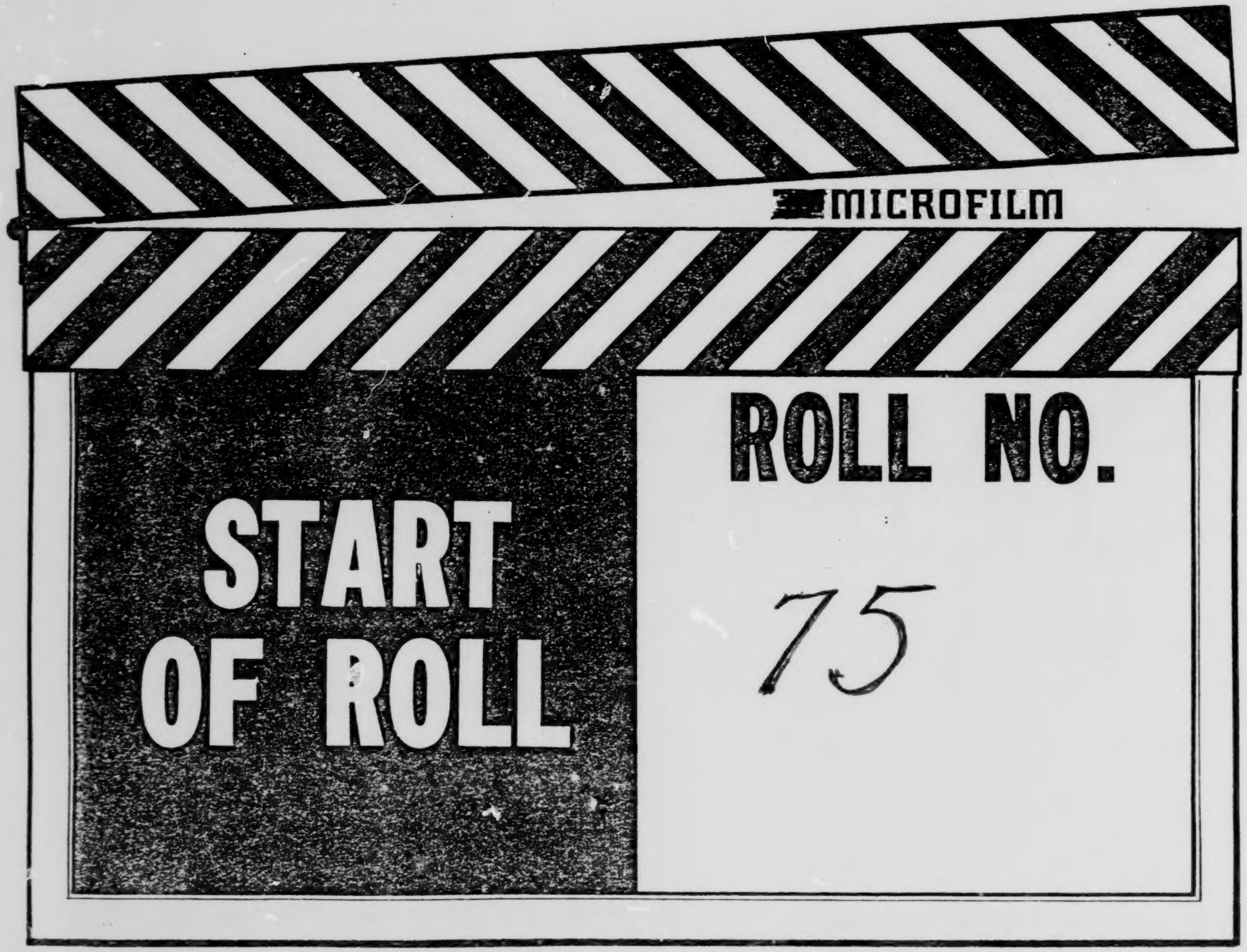

MICROFILM
START OF ROLL
ROLL NO.
75

27-1035 Mill Creek-Red Prairie Road 1955

4384

RECEIVED
DEC 27 1955
FOR FILING

27-1035
4384

December 23, 1955

U. S. Fidelity & Guaranty Company
201 Portland Trust Building
319 S. W. Washington Street
Portland 4, Oregon

Attention: Mr. Richard C. Thompson
Surety Department

Gentlemen:

This is in reply to your letter of December 19 in which you refer to a financial statement submitted by Stevenson Construction Company in which Mr. Stevenson claims that he had the sum of $97,568.01 payable to him for work on highway contracts as of September 20, 1955.

Our monthly estimates do not correspond exactly with the September 20 date but we have taken figures from the monthly estimates for work performed to September 9 and we find that as of September 9 Mr. Stevenson had payable to him on Contract No. 4384 the sum of $39,504.08 plus $2,418.58 as retained percentage. This contract was completed September 9, 1955.

On Contract No. 4415 for work done to September 5, 1955, we find the sum payable to Mr. Stevenson is $40,458.24 plus $10,013.91 as retained percentage. This contract was completed November 9, 1955.

If our addition is correct, the above amounts total $92,394.81, which is a little less than the amount shown by Mr. Stevenson. However, work performed between September 9 and 20 may well account for the difference.

A Very Merry Christmas to you and your staff.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

UNITED STATES FIDELITY AND GUARANTY COMPANY
GEORGE C. BOTTOMS MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON
TELEPHONE: CAPITOL 7-0434

LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

December 19, 1955

4384
4415

Oregon State Highway Commission
Salem, Oregon

Re: Glen O. Stevenson DBA Stevenson Construction Company
2045 S. 19th Street - Salem, Oregon

Gentlemen:

We have received the August 31, 1955 financial statement of the Stevenson Construction Company in order that we may be of some service to Mr. Stevenson through the issuance of surety bonds. Under the item of Accounts Receivable, $97,568.01 is shown as due and owing on September 20, 1955 from the State of Oregon. Although it is not definitely stated I believe these to be payments for the Hess Creek and the Mill Creek Road which Mr. Stevenson constructed for the State. The statement also lists $8,319.04 in retained percentage for these jobs with a notation that the contract was to be completed November 15, 1955.

I realize this information is rather old now but would appreciate any confirmation of these amounts which you can make.

Above Mr. Glen Stevenson's signature is the following wording:

"Authority is hereby granted to any individual, firm or corporation, and any financial institution to furnish the United States Fidelity and Guaranty Company upon its request with any information concerning the above statement or pertaining to the Undersigned's financial standing, credit or manner of meeting obligations."

We wish to assure you that any information you wish to give will be kept strictly confidential. For your convenience, a return envelope is enclosed.

Very truly yours,

Richard C Thompson
Richard C. Thompson
Surety Department

REFERRED TO
[illegible]
BY SECRETARY
prepare reply

(ooe)

RECEIVED
DEC 21 1955
OREGON
STATE HIGHWAY COMMISSION

RCT:im
Encl.

U. S. F. & G.

	Monthly est	% Retained	
Contract 4384 – est date 9-22 for work done to 9-9	39,504.08	2418.58	Completed 99-55
Contract 4415 – est date 9-13 for work done to 9-5	40,458.24	10013.91	Completed 11-9-55
	79,962.32	12,432.49	
	12 432.49		
	92,394.81		

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 21, 1955

(CONTRACT NO.) 27-1035	(EST. NO.)	(CONTRACT0R)
4384	7-Final	Stevenson Construstion Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25680	B-139034	$ 2,416.54	12/21/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: None

Completion Date: Sept. 9, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 23 1955

Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
DEC 7 - 1955
FOR FILING

27-1035
4384

December 7, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4384 for work performed on the Mill Creek-Red Prairie Road Section of the Willamina-Salem Highway in Polk County was completed by the contractor, Stevenson Construction Co., on September 9, 1955 and was formally accepted by the Highway Commission on September 2[illegible], 1955.

Final payment in the amount of $2,416.54 will be released to the contractor on or after December 17, 1955. The total contract amount is $82,074.54, of which amount $290.68 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD
12-7-55
rn

RECEIVED
NOV 10 1955
FOR FILING

27-1035
4384

November 10, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Stevenson Construction Company in connection with contract No. 4384, covering the Mill Creek-Red Prairie Section of the Willamina-Salem Highway in Polk County.

This payment, in the amount of $1,457.28, will be released to the contractor on or after November 21, 1955. The retained percentage is $2,463.65.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

27-1035

Form E-1-Rev 6-55—10M

B

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 29, 1955

Section	Mill Creek-Red Prairie Road	Kind of work	Grading and Paving
Highway	Willamina-Salem	Section prefix	27-1035
Contractor	Stevenson Construction Co.	Contract number	4384
Date of contract	March 9, 1955	Date of completion	, 19
Date work started	May 2, 1955	Estimated date of completion	, 19
Project authorization	$96,141.38	Per cent of time elapsed	235/221 106 %
Exclusive of Engineering	$89,304.66		

Estimated cost of completed project, exclusive of engineering $ 82,976.65

Estimated per cent or underrun 6.0 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $6,836.72

Engineering cost to date $ 6,811.73, 99.6 %

Date project was completed September 9, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Friday completed work on the semi-final estimate which will be submitted Monday.

Final Weekly Report

NOTED
OSCAR CUTLER

NOTED
L. H. Young

RECEIVED
OCT 31 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Arthur Duffy
Arthur Duffy, Resident Engineer
Address Room 214, Lab Bldg., Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.11	1.11			1.11
Miles partially completed					
Miles completed	1.11	1.11			1.11
Total estimated quantities (contract)	44,000 cy	13,400 cy			3,800 Tons
Total quantities corrected to date	43,410 cy	12,203 cy			3,352 Tons
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers.........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	cloudy		
Tuesday	rain		
Wednesday	rain		
Thursday	rain		
Friday	rain		
Saturday	rain		

RECEIVED
SEP 28 1955
FOR FILING

27-1955

September 27, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Stevenson Construction Company, a portion of the funds heretofore retained by the Commission on contract No. 4384, covering grading and paving on the Mill Creek-Red Prairie Road on the Willamina-Salem Highway in Polk County.

This payment, in the amount of $39,504.08 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,418.58. The present payment will be released on or after October 7, 1955.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

Noted on card ______.

RECEIVED
MAR 4 1955
FOR FILING

27-1035

4384

B. r

March 4, 1955

Stevenson Construction Co.
2045 S. 19th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your bid in the amount of $84,309 for grading and paving the Mill Creek-Red Prairie Road section of the Willamina-Salem Highway about 9 miles northwest of Dallas in Polk County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
[illegible]

RECEIVED
APR 7 1955
FOR FILING

27-1035
4384

April 7, 1955

Stevenson Construction Co.
2045 S. 19th St.
Salem, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4384, which was awarded to you on March 9 by the State Highway Commission, for grading and paving on the Mill Creek-Red Prairie Road Section of the Willamina-Salem Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 25 1955
FOR FILING

[illegible]
4384

March 9, 1955

Stevenson Construction Co.
2045 S. 19th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your proposal for grading and paving the Mill Creek-Red Prairie Road Section of the Willamina-Salem Highway about nine miles northwest of Dallas in Polk County for the sum of $84,309 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4384.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephonic conversation to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

NOTED
J. Mc C.

S-23 ([illegible] Hurricane Creek Bridge 1955

4395

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8-1924

State Oreg[illegible]
County Wallowa
Project No. S-23(4)

PROJECT AGREEMENT FOR SECONDARY ROAD
UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of Feb., 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.010 miles of bridge construction
(Character of work)

between FAS 480 in Joseph and FAS 480 in Enterprise
(Control points)

consisting of 0.000 miles of roadway and one (Number) bridges totaling 0.010 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of five thousand, eight hundred and 00/100 dollars ($ 5,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is nine thousand, four hundred five and 00/100 dollars ($ 9,405.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official Title of Highway Department)
By Ben R Chandler
Chairman, State Highway Commission
(Title)
By Chas H Reynolds
Member, State Highway Commission
(Title)
By M M McKay
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL
Deputy State Highway Engineer

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-23(4)

SCOTCH CREEK-JOSEPH SECTION
OF THE HURRICANE CREEK ROAD IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1955

Type Code 7021
Hurricane Creek Bridge (Sta. 522+00 to Sta. 522+55)(Contract No. 4385)

75 cu. yds.	Structural Excavation	$ 10.00	$ 750.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
90 cu. yds.	Class "A" Concrete	55.00	4,950.00
22,000 lbs.	Metal Reinforcement	0.125	2,750.00
	Subtotal		$ 8,550.00
	10% Engr. & Cont.		855.00
	Total		$ 9,405.00

Length 0.010

Federal Funds- -	$ 5,800.00
State Funds- -	1,802.50
County Funds- -	1,802.50
	$ 9,405.00

State Funds for Const: Chap. 175, laws 1917, Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Wallowa County with the Highway Dept.

RECEIVED
OCT 10 1955
FOR FILING

S [illegible] (1)
4385

Files

October 6, 1955

Snyder Lumber Company
Enterprise, Oregon

Attention: Mr. I. E. Snyder

Gentlemen:

Thank you for your letter of October 4 advising that your claim against Frank Watt Construction Co. and S & D Construction Co. on the Hurricane Creek Bridge Job, Contract No. 4385, has been satisfied. We will advise the Surety and the Contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

Snyder Lumber Company

WALLOWA COUNTY BUILDING AND FUEL HEADQUARTERS

Enterprise, Oregon

I. E. SNYDER
Owner

October 4th 1955

4385

Oregon State Highway Commission,
Salem Oregon.

Re Hurricane Creek Bridge Job
Frank Watt Construction Co.,

Gentlemen:

Please be advised that the above claim has this day been settled in full.

Yours very truly,

Snyder Lumber Co.,

By I.E. Snyder

RECEIVED
OCT 6 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO Guerry
BY SECRETARY

Unpaid invoice letters
record on card

NOTED ON CARD

RECEIVED
OCT 10 1955
FOR FILING

[illegible]
4385

October 6, 1955

Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

A letter has been received from the Snyder Lumber Company, dated October 4, stating that their claim against the Hurricane Creek Bridge Job has been settled in full. This apparently pertains to our Contract No. 4385 awarded to Frank Watt Construction Co. and S & D Construction Co. for construction of a bridge on the Hurricane Creek Wallowa County Road.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Frank Watt Construction Co. and
S & D Construction Co.
14114 N. E. Eugene Court
Portland, Oregon

G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

NOTED ON CARD

C O P Y

SNYDER LUMBER COMPANY

Enterprise, Oregon

October 4th 1955

Oregon State Highway Commission,
Salem, Oregon.

Re Hurricane Creek Bridge Job
Frank Watt Construction Co.,

Gentlemen:

Please be advised that the above claim has this day been settled in full.

Yours very truly,

Snyder Lumber Co.,

By /s/ I. E. Snyder

RECEIVED
SEP 20 1955
FOR FILING

4385

6

September 19, 1955

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

A letter has been received from the Snyder Lumber Company, Enterprise, Oregon, stating that final payment has not been made to them in the amount of $37.18. This claim is in connection with our Contract No. 4385 awarded to Frank Watt Construction Company and S & D Construction Company for construction of a bridge over Hurricane Creek in Wallowa County.

We provide this information as your Company appears as Surety on the Performance Bond for this contract.

Very truly yours,

H. G. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

cc Frank Watt Construction Co. and
S & D Construction Co.
14114 N. E. Eugene Court
Portland, Oregon

G. Cyrus Bishop
319 Yeon Building
Portland 4, Oregon

NOTED ON CARD

SNYDER LUMBER COMPANY
Enterprise, Oregon

September 17th 1955

COPY

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Wish you would advise us who is the or what Bond Company gave Bond for The Frank Watt Construction Co., on the Contract 4385 Hurricane Creek Bridge B 8802 FAE ES 23(4) Prefix 532 1019

The final payment seems to be dragging to the amount of 37.18.

Yours very truly,

Snyder Lumber Co.,

By /s/ I. E. Snyder

TED ON CARD

RECEIVED
SEP 20 1955
FOR FILING

3-3-(1)
4385

Files

September 19, 1955

Snyder Lumber Company
Enterprise, Oregon

Gentlemen:

The Aetna Casualty & Surety Company, through G. Cyrus Bishop, 319 Yeon Building, Portland 4, furnished the Performance Bond to Frank Watt Construction Company and S & D Construction Company, 14114 N. E. Eugene Court, Portland, for construction of the Hurricane Creek Bridge in Wallowa County, our Contract No. 4385. The contract was completed June 5, 1955, accepted by the State Highway Commission on August 11, and final payment mailed to the contractor on August 16, 1955.

From your letter it appears that you have a claim against the contractor in the amount of $37.18. Should you wish to protect this claim against the bond for a period longer than six months following completion and acceptance of the contract, it is suggested that you file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure necessary for such filing. In the meantime, the claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

NOTED ON CARD

Snyder Lumber Company

WALLOWA COUNTY BUILDING AND FUEL HEADQUARTERS

Enterprise, Oregon

I. E. SNYDER
Owner

September 17th 1955

Oregon State Highway Comission,
Salem Oregon.

Gentlemen:

Wish you would advise us who is the or what Bond Company gave Bond for The Frank Watt Construction Co., on the Contract 4385 Hurricane Creek Bridge B 8802 FAE ES 23(4) Prefix 532 1019

The final payment seems to be dragging to the amount of 37.18

Yours very truly,

Snyder Lumber Co.,

By I E Snyder

RECEIVED
SEP 19 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible]
gl

RECEIVED
AUG 10 1955
FOR FILING

5-23(4)

(CONTRACT NO.) 4385

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4385	3-Final	Frank Watt Constr. Co. & S & D Constr Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16074	[illegible] R-129209	$ 713.22	8/11/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: June 5, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-16-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 16 1955

Ruth Rawlings

NOTED ON CARD
L

RECEIVED
AUG 1 - 1955
FOR FILING

S-23(4)
[illegible]

August 1, 1955

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4385 for constructing Hurricane Creek Bridge on the Hurrican Creek County Road in Wallowa County was completed by the contractor, Frank Watt Construction Co. & S & D Construction Co., on June 5, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $743.22 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,076.72 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
APR 26 1955
FOR FILING

3-23/[illegible]
4385

April 26, 1955

Frank Watt Construction Co. and
S & D Construction Co.
11414 N. E. Eugene Court
Portland, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts for your files which were awarded to you by the State Highway Commission, as follows:

Contract No. 4385, for construction of the Hurricane Creek Bridge on the Hurricane Creek County Road in Wallowa County, awarded March 9, 1955.

Contract No. 4386, for construction of North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County, awarded March 11, 1955.

Contract No. 4387, for construction of Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County, awarded March 11, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAR 25 1955
FOR FILING

55-23(1)
138

March 9, 1955

Frank Watt Construction Co. and
S & D Construction Co.
14114 N. E. [illegible] Ct.
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your proposal for constructing a 53-ft. reinforced concrete bridge over Hurricane Creek on a county road approximately two miles west of Joseph in Wallowa County for the sum of $6,530.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4385.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Mr. F. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 9, 1955
4:44 p.m.

Frank Watt Construction Co. &
S & D Construction Co.
1414 N. E. Eugene Ct.
Portland 20, Oregon

Contract for Hurricane Creek Bridge, Wallowa County for which you submitted low bid on March 4, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

Accounting (5003-900)
Files ✓
C. W. Head

RECEIVED
MAR 4 1955
FOR FILING

S-23(4)
4285

S-23(4

March 4, 1955

Frank Watt Construction and S & D Construction Co.
14114 N. E. Eugene Ct.
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your bid in the amount of $8,550 for construction of Hurricane Creek Bridge on a county road west of Joseph in Wallowa County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
MAR 9 1955
FOR FILING

S-23(4)
4285

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

S-23(4)

L.

REFERRED TO
Glaisyer

Attached are three copies of a finance agreement covering the Hurricane Creek Bridge project on FAS 497 in Wallowa County. Also attached are six copies of a maintenance agreement covering the same project. All copies of the agreements have been signed by the Court but have not been attested nor had the seal affixed by the county clerk. After signature by the Highway Commission please return the three copies of the finance agreement and six copies of the maintenance agreement to this office so that they may be returned to the county clerk for his signature and the seal affixed. When the attested copies are received from Wallowa County, two copies of each agreement will be forwarded to Mr. Glaisyer for distribution to the county and general files.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-28-54 Minute Page 30
H B Glaisyer
Secretary

JDG:mm
Att.

2 of [illegible]

2 copies gen'l [illegible]

RECEIVED

(A)

3-8-55

Fred Hagemann brot these back.
Co. has signed & kept 1 copy
Cattrall's office has 1 copy
these are "Office" copies

F.G.

(for attest)

S-72 (4) North [illegible] Jr. Pri[illegible] [illegible]

1936

Form A-180-[illegible]

U. Ayers

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 45263

Date May 24, 1956

Your Req. No.

Billing Request No. cc-240

Credit distribution: 505-1030-297

Columbia County
St. Helens, Oregon

NOTED
J. F. [illegible]

Attn: County Court

Final billing County's share total cost North Fork Scappoose Creek Bridge, FAS 679, covered by agreement dated ~~March, 1955~~.
May, 1954

Original Advance Deposit	3,750.00	
Less: Amt. previously transferred	3,000.00	750.00
Balance Advance Deposit		
County Share of Total Costs as per attached	3,154.31	154.31
Less: Amt. previously transferred	3,000.00	
To be retained		$595.69

SEND ... OF BILLING REQUEST

John W. Cattrall
Engineer, County and City Relations

JFH:te
Att.

NOTED

NOTED
J. W. CATTRALL

May 23, 1956

Columbia County Court
Courthouse
St. Helens, Oregon

Gentlemen:

Final costs of the North Fork Scappoose Creek Bridge on FAS 609 are now available and it has been determined that the agreed County share of these costs is $3,154.31 as shown in the attached cost statement. As the County initially deposited $3,750.00 a refund of $595.69 is due. As per our recent telephone conversation with Judge Whipple, we will retain this refund and apply it toward the advance deposit required in connection with the Oak Ranch Creek Bridge on FAS 567.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Att.

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Columbia

Contract No. 4386

Date 5/22/56

FAS 609

Section N.Fk. Scappoose Creek Bridge. Completed 9/10/56

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Shoring, cribbing, etc.	all	$380.00	100%	$ 380.00
2. Structural excavation	c.y.	4.00	202.49	809.96
3. Excav., below elev. shown	c.y.	10.00	8.06	80.60
4. Class "A" concrete	c.y.	50.00	185.35	9,267.50
5. Metal reinforcement	lb.	.11	39,755.12	4,373.06
6. 8" metal drain pipe	l.f.	4.00	19.5	78.00
PA#1 cement adj. favor of contr.	bbl.	3.81	.34	1.30
	Subtotal			$14,990.42
	Construction engineering			1,257.20
	Total construction costs			$16,247.62
	Federal funds collected for project			$ 9,939.00

AGREED COUNTY SHARE OF TOTAL COSTS

50% of difference between total costs and Federal funds
($16,247.62 - $9,939.00) x 1/2 = $3,154.31

County advance deposit	$3,750.00
Less County share total cost	3,154.31
REFUND DUE COLUMBIA COUNTY	$ 595.69

ECEIVED
DEC 6 - 1955
FOR FILING

S-77 (4)

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 23, 1955

(CONTRACT NO.) 4386 — 4386
(EST. NO.) 4 F
(CONTRACTOR) Frank Watt Const Co & S & D Constr. Co.

(VOUCHER NO.) 23683
(WARRANT NO.) R137043
(AMOUNT) $ 1,627.67
(DATE) Nov. 23, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 7-31-55
Time Extensions: to 9-30-55
Completion Date: 9-16-55
Date Accepted: 9-22-55
Penalties: none
Claims: none
Remarks:

Date: 11-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: NOV 25 1955

NOTED ON CARD
gl

RECEIVED
NOV 15 1955
FOR FILING

5-77(1)
43

November 15, 1955

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4386 for constructing the North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County was completed by the contractor, Frank Watt Construction Co. & S & D Construction Co., on September 16 and was formally accepted by the Highway Commission on September 22,1955.

Final payment in the amount of $1,627.67 will be released to the contractor on or after November 25, 1955. The total contract amount is $14,990.42 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. G. Cyrus Bishop
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

JF

RECEIVED
OCT 4 1955
FOR FILING

5-77 (4)

4386

FORM E-120 90M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 3, 1955

Frank Catt Construction Co. &
S & B Construction Co.
11114 N.E. Eugene Court
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on September 22, had under discussion your request for an extension of time from July 31 to September 30, 1955 within which to complete your contract No. 4386, covering North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Robert F. Dow,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
SEP 14 1955
FOR FILING

S-77 (4)
4286

September 13, 1955

Request for extension of time
No. 3
September 22 and 23 meeting.

Oregon State Highway Commission

Gentlemen:

Re: North Scappoose Creek Bridge
Contract No. 4286

Frank Watt Construction Co. and S & D Construction Co., contractors on the North Scappoose Creek Bridge on the Pittsburg-Scappoose Road, have requested an extension of time from July 31, 1955, to September 30, 1955, in which to complete the contract.

The contractors were delayed by difficult excavation for the footings, requiring much more work than was anticipated. At the present time, all the concrete has been poured, and it is expected the project will be completed by September 15.

The contractors have been very cooperative, and it is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMG/dp
Attached

RECEIVED
APR 26 1955
FOR FILING

S-7714
4386

April 26, 1955

Frank Watt Construction Co. and
S & D Construction Co.
14114 N. E. Eugene Court
Portland, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts for your files which were awarded to you by the State Highway Commission, as follows:

Contract No. 4385, for construction of the Hurricane Creek Bridge on the Hurricane Creek County Road in Wallowa County, awarded March 9, 1955.

Contract No. 4386, for construction of North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County, awarded March 11, 1955.

Contract No. 4387, for construction of Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County, awarded March 11, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
MAY 10 1955
FOR FILING

S-77(4)

43[illegible]

STATE HIGHWAY COMMISSION MEETING

Delegation Archie R. Averill, Contractor, re forfeiture of his bid bond on N. Scappoose Creek Bridge

Date April 14, 1955

Time 11:15 a.m.

NOTED
H. B. GLAISYER

Name	City or Town	Capacity
Hayward Andrews (speaker)	Poortland	Appearing to speak for Mr. Averill, friend
Archie R. Averill	Portland	Contractor

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

AGENDA
APR 14 1955
D

March 18, 1955

Mr. Archie R. Averill
1247 Eddy Street
Roseburg, Oregon

NOTED
H. B. GLAISYER

Re: Contract for North
Scappoose Creek Bridge

Dear Mr. Averill:

Please refer to our previous correspondence relative to the claim of the State Highway Commission for the amount of your proposal bond submitted in connection with your bid for the contract for the North Scappoose Creek Bridge.

In your letter of February 19, 1955, you stated that you would like to meet with the State Highway Commission for the purpose of discussing the matter. I have taken the liberty of making arrangements for you to appear before the Highway Commission at 11:15 A.M. on April 14, 1955, which will be the next regular meeting of the State Highway Commission. Fifteen minutes will be allotted for your appearance. If these arrangements do not meet with your approval, it will be most sincerely appreciated if you will contact Mr. H. B. Glaisyer, Secretary of the State Highway Commission, with regard to the matter.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
cc: The Aetna Casualty and Surety Company

✓ Blind cc: Mr. H. B. Glaisyer
Mr. W. C. Williams

April 14 '55

D

[illegible] Eddy Street
Roseburg, Oregon
February Fifteenth
[illegible]

Oregon State Highway Commission
Salem Oregon

Gentlemen,

Your letter of Feb. 11th at hand and note that you contend that the pending decision of the Oregon Supreme Court could have no bearing on the case we are discussing, because each case must be tried on a different set of facts.

Let me submit, that while the details may be different, the facts are the same.

The question is, whether a contractor may be allowed an honest mistake without being penalized, and whether there has been a contract violation when a bidder withdraws his bid before the contract has been awarded.

In view of the overwhelming majority of court decisions in favor of the contractor, I don't see how your body can long maintain its position.

The Federal Government recognizes these findings and allow the contractor to withdraw his bid in case of error.

I recall an instance when I bid with another party on some bridges for the Bureau Of Public Roads. Our bid was considerably lower than the next bid. The Officer in charge phoned us to enquire if we wished to claim error and withdraw our bid.

I have been bidding on highway work since 1933 and have always met my obligations and done the work to the best of my ability even when it meant a loss to myself. The last job I had with the State cost me over $30.000.

The bridge Contractors in this state are all working on an extremely narrow margin and one bad break often causes a loss. Each year sees several contractors fail.

Your Commission is extremely fortunate in getting their bridges built at a very low cost and it would seem best to foster your contractors instead of seeking to penalize them.

In view of the fact that I have no other means of defending myself, I would like to meet with the Commission to plead my case.

Yours truly

Herbert R Averill

[illegible]

CHRONOLOGIC SERIES OF EVENTS -- NORTH SCAPPOOSE CREEK BRIDGE COLUMBIA COUNTY

July 22, 1954 Advertisement for bids - Columbia County North Scappoose Bridge - - Federal Aid Projects S-77(4)

August 10, 1954 Bids Opened -- Results:

Wittenberg Construction Co. and Q. L. Ruffener	$21,225
Orlando Bernard	21,780
Peter Kiewit Sons' Co.	24,790
Sterner Construction Co.	31,005
Archie R. Averill	15,750

"The Commission elects to accept the bid of Archie R. Averill in the sum of $15,750 and directs the State Highway Engineer to award the contract to said bidder as soon as approval of Columbia County and the Bureau of Public Roads is received and the sum of $3,500. is deposited by the County.

Archie R. Averill also bid:"

Blevins Bridge Linn County
(3rd Bidder)

Myrtle Creek Bridge approach
Douglas County (Low bidder)

Archie R. Averill	10,860
Ausland & Dodson	11,000.

"Awarded to Ausland and Dodson by reason of qualification in bid of Archie R. Averill."

Note that the above three bids of Archie R. Averill were qualified to the extent that the bidder would accept award of only one project.

Note the difference in language used by the commission in these two cases.

In all business there are rules by which business activity is conducted much the same as there are rules for sports, games, etc. In sports the rule book is the guide, Hoyle is the guide in most card games and in business the law as interpreted by the court form the rules. In the event that these rules are not clear or that there is a disagreement as to there interpretation the matter is referred to the courts for decision. In this case Mr. Averill feels, for the reasons that I will enumerate in a moment, that he has attempted to conduct himself in a way that is completely in conformity with the rules established to govern public bid lettings. It is Mr. Averill's contention that these rules are clear and may be briefly stated as follows:

> The right of a contractor to withdraw his bid before final award is recognized in most jurisdiction and in connection with bids to the United States Government. In these jurisdictions the law of tender is applied: that is to say that the person making a tender or offer may withdraw that tender or offer at any time up to the time that it is unconditionally accepted.

In the State of Oregon our Supreme Court said in the Rushlight case that:

> "We believe that in this state an offer and an acceptance are deemed to effect a meeting of the minds, even though the offeror made a material mistake in compiling his offer, provided the acceptor was not aware of the mistake and had no reason to suspect it. But if the offeree knew of the mistake, and if it was basic, or if the circumstances were such that he, as a reasonable man, should have inferred that a basic mistake was made a meeting of the minds does not occur."

In this case Mr. Averill discussed his mistake with the Engineering Department of the State Highway Commission. From the chronological series of events, previously discussed, this was prior to the award of the contract. In fact it was prior to even the conditional acceptance of the contract. It should also be noted that Mr. Averill's bid was $5,475. lower than the second bid and that this amounted to over 25%. The facts of the Rushlight case are quite similar to the facts in this case.

In the Rushlight Case the Supreme Court went on to say:

"It is our belief that although the plaintiff alone made the mistake the city was aware of it. When it accepted the plaintiff's bid, with the knowledge of the mistake it sought to take an unconscionable advantage of an inadvertant error. Equity is always prepared to grant relief from such situations." These were the rules at the time of the bid letting.

Now lets see what happened.

August 11, 1954 Letter to Highway Commission delivered in person by Averill on August 12, 1954 at which time he discussed his error in preparing the bid which amounted to approximately $2500. The error arose by reason of Averill's omission of labor cost of pouring concrete and of shoring in excavation holes.

August 12, 1954 Letter received by Averill from the Highway Commission which stated, in substance, that the Highway Commission had elected to accept the North Scappoose Creek Bridge bid subject to the approval of Columbia County and the Bureau of Public Roads.

August 19, 1954 Wire to Averill awarding contract. Note that award was made on this date whereas had the Highway Commission been in a position to make the award it is reasonable to assume that the award would have been made at the time of the bid letting as was the case on the Myrtle Creek Bridge Approach.

About August 25, 1954	Contract forms were forwarded to Averill by letter.
August 31, 1954	Mr. Averill and Mr. G. Cyrus Bishop met with Robert L. May, Jr. Assistant Council for the Highway Commission and discussed with him the withdrawal of the bid by Averill and the error which was made in the bid.
September 3, 1954	The contracts were returned by Averill by letter calling attention to his withdrawal of his bid and the error made.
September 28,1954	Letter from the Highway Commission making formal demand for the bid bond penalty of $787.50.

While this was all going on the question was again in the hands of the Supreme Court of Oregon and the courts reaffirmed the rules as they were interpreted in the Rushlight case. This time in the case of the State of Oregon by and through its State Highway Commission vs State Construction Company. In this case which was decided after Mr. Averill's bid had been withdrawn and a demand was made by the State Highway Commission for forfiture of his bid bond the Supreme Court said:

> "Where contractor made serious and substantioal mistake in its bid for construction of bridge piers, and mistake was not intentional or due to gross negligence or wilfull neglect, and contractor immediately, on discovering mistake, advised State Highway Commission thereof and sought to withdraw bid, and bid had not been accepted and other bids had not been rejected, and commission had not changed its position because of mistake, contractor and its surety was entitled to equitable relief from mistake".

In this case it just so happens that the error on the part of Mr. Averill which certainly was not wilful neglect, gross negligence or intentional also involves concrete piers for a bridge. In this case as in the State Construction Co. case Mr. Averill advised the Engineering Department of the State Highway Commission that he had neglected to include the cost of labor for the pouring of concrete and shoring in excavation holes. This error amounted to approximately $2500.

And at the same time bids were received on March 2, 1955 for the job after it had been readvertised. The low bidder was Frank Watt and S. & D. Construction Co. $16,710. The following is quoted relative to the bid award for the above contractor. "The Commission elects to accept the bid of Frank Watt Construction Co. and S. & D. Construction Company in the sum of $16,710. and directs the State Highway Engineer to award the contracts to said bidder as soon as approval of Columbia County is received and the sum of $3,750. is deposted by the County. Note that once again the Highway Commission made a conditional acceptance of this bid. The actual award of contract was made sometime later and contracts were forwarded to these contractors on or about March 24th.

The above constitutes Mr. Averill's case in the event that this Commission can agree that the rules for bidding as established in the Supreme Court of Oregon are clear and are applicable to this situation.

In the event that the Highway Commission feels that the rules as laid down by the Supreme Court are not clear or are not applicable to this case we must then proceed to the question of how these rules are to be interpreted in Mr. Averill's case. As stated above this is done by referring the matter to the courts and since it is apparent that no final decision in such a case could be reached without reference to the Supreme Court of the State of Oregon that it must then follow that in order for Mr. Averill and the Highway Commission to have the rules interpreted both parties must be willing to expend the time and money that would be involved in referring this case through the courts to the Supreme Court of the State.

From the standpoint of the State Highway Commission it would seem to me that the expense of litigation that would certainly be involved in taking this case through the courts to the Supreme Court would not be justified either from:

1. The amount involved or
2. Or the risk of another adverse decision

Were it not for the fact, that there is such a small amount of money involved, and that Mr. Averill is not in a financial position to meet the expenses of such a legal proceeding, I feel sure that he would seek to follow the rules and have the courts interpret the issue.

This commission is well aware of Mr. Averill's past history and record of work performed for it over the past 23 years including commendatory letters received from this commission in connection with his completion of the Umatilla River Bridge widening job on November 8, 1951 at a loss to him of slightly more than $30,000. As evidence of the fact that Mr. Averill is not attempting to take advantage of a situation it should be pointed out that on the Umatilla River Bridge widening job his low bid was $94,340 and that the second bid was $114,280. This is a difference of some $20,000. At the time of this bid Mr. Averill realized that his bid was substantially low and rechecked all of his calculations and found no error. He did not ask to have his bid withdrawn. He was operating under the rules. Since Mr. Averill is not in a position to refer this matter to the courts and since we feel that it is equitable to apply the rules previously announced by the courts it is our feeling that to call upon Mr. Averill to forfeit $787.50 is, in effect, taking a coercive and unfair advantage in the situation.

We thank you gentlemen very much for the privilege of appearing here before you this morning and your taking the time to hear Mr. Averill's story. If there are any questions we would be please to attempt to answer them for you.

NOTED
Harold C. Ayers

March 14, 1955

Columbia County Court
Court House
St. Helens, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of an advance deposit of $3,750 in connection with the North Scappoose Creek bridge on FAS 609. Contract No. 4386 was awarded to the Frank Watt Construction Company and S. & D. Construction Company, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

Form A-180 [illegible] 3-54

INVOICE

Oregon State Highway Department

Salem, Oregon

Columbia County
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Invoice No. 30266
Date March 11, 1955
Your Req. No.
Billing Request No. cc-140
Credit distribution: 505-1030-097

Advance Deposit	3,750.00
Partial transfer county's share total cost of N. Scappoose Creek bridge, Columbia County FAS project, covered by agreement dated ~~March, 1955~~ Aug, 1954	3,000.00
To be retained	$ 750.00

RECEIVED
MAR 14 1955
ENGINEER
[illegible] RELATIONS

ACKNOWLEDGMENT [illegible]
Cash Received [illegible] Request $ ----------
By ----------

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAG)
Mr. H. G. Smith
Mr. S. H. Probert
Mr. P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

8

RECEIVED
MAR 25 1955
FOR FILING

March 11, 1955

Frank Watt Construction Co. and
S & D Construction Co.
14114 N. E. Eugene St.
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your proposal for constructing a reinforced concrete bridge 80 feet long over North Scappoose Creek on the Pittsburg-Scappoose Road in Columbia County for the sum of $16,710.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4306.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
~~Mr.~~ H. G. Smith
Mr. S. H. Probert
Mr. P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

ELMER B. LOYD, COMMISSIONER
DEER ISLAND

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

March 10, 1955.

NOTED

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 11, 1955
9:30 a.m.

Frank Watt Construction Co. and
S & D Construction Co.
14114 N. E. Eugene Ct.
Portland 20, Oregon

Contract for North Scappoose Creek Bridge, Columbia County, for which you submitted low bid on March 2, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Confirmation
Accounting (5003-900)
C. W. Head

RECEIVED
MAR 11 1955

ELMER B. LOYD, COMMISSIONER
DEER ISLAND

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

March 10, 1955.

NOTED
Harold C. Ayers

Mr. John Cattrall,
Engineer, County and City Relations,
Oregon State Highway Department,
Salem, Oregon.

Re: N. Scappoose Creek Bridge on
FAS 609

Dear Mr. Cattrall:

Reference is made to your letter of March 4, 1955, and we are enclosing herewith Columbia County Warrant #7219 in the sum of $3750.00, covering the 20% payment due on the above contract from Columbia County.

We will appreciate having Mr. Robert F. Dow, resident engineer on the above project, contact us at his earliest convenience, in order that we can get squared away with the contractor on the work Columbia County is supposed to do.

Yours very truly,

COLUMBIA COUNTY COURT

By John W. Whipple

John W. Whipple
County Judge

JWW:n

NOTED

RECEIVED
MAR 11 1955

March 4, 1955

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Columbia County Court
Court House
St. Helens, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On March 2nd the Highway Commission received a satisfactory bid from Frank Watt Construction Company and S. & D. Construction Company of Portland for construction of the N. Scappoose Creek bridge on FAS 609. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$16,710.00
12-1/2% Engineering and Contingencies	2,088.75
Estimated Total Cost	$18,798.75
Advance Deposit of 20% = $3,759.75.....or, say....	$ 3,750.00

Please make this deposit by means of a warrant or check in the amount of $3,750 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mr

RECEIVED
MAR 4 1955
FOR FILING

S-77(4)
4386

S-77(

March 4, 1955

Frank Watt Construction and S & D Construction Co.
14114 N. E. Eugene Ct.
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your bid in the amount of $16,710 for construction of North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

ELMER B. LOYD, COMMISSIONER
DEER ISLAND

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

NOTED
Harold C. Ayers

February 2, 1955.

NOTED
J. W. CATTRALL

Oregon State Highway Department,
Salem,
Oregon.

Attention: Mr. John W. Cattrall
Engineer, County and City Relations

Gentlemen:

Reference is made to your letter of January 28, 1955, referring to the N. Scappoose Creek Bridge project on FAS 609, the Pittsburg-Scappoose County Road. We note that you would like to accept bids on this bridge at the March 2-3 meeting. It meets with our approval, and we have no objections to your putting a provision in the specifications that the contractor is not to start construction of this bridge until the County has removed the existing bridge, and has made provision for the carrying of traffic by means of a detour. Which provision we are willing to comply with. I am wondering, however, if we should start the detour, and remove the existing bridge on said road until contract is let, in order that we will know the bridge is going to be constructed. I raise this point because of the failure to obtain a contract at the last letting of this project.

Reference is made to the last paragraph of your letter concerning the removal of all fences on the St. Helens-Mildred's Corner project. The owners of the land abutting this project have been requested to move their fences back to the right of way line, and we are again contacting these property owners asking for a signed statement that they will have same removed by March 1, 1955.

Yours very truly,

John W. Whipple
County Judge

JWW:n
cc:Pyle

NOTED
J. F. HAGEMANN

copy to Bridge Div
2-4-55
Jere

RECEIVED
FEB 4 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. A rs

January 28, 1955

Columbia County Court
Court House
St. Helens, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Reference is made to the N. Scappoose Creek Bridge project on FAS 609, the Pittsburg-Scappoose County Road. We would like to accept bids on this bridge at the March 2-3 Highway Commission meeting with a provision in the specifications that the contractor cannot begin work until the County has removed the existing bridge and has made provisions for carrying traffic by means of a detour. This would permit the contractor to order materials and be ready to commence work immediately after water conditions permit installation of the detour by the county. It would be appreciated if you would advise us as soon as possible if this meets with the Court's approval.

Our division office advises that the County was to see that all fences on the St. Helens-Mildred's Corner project were moved back to the right of way line and that this has not been accomplished to date. It is suggested that you contact our resident engineer at St. Helens and make provisions to immediately move or cause to be moved those fences which would interfere with the contractor's operations.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

August 26, 1954

NOTED
Harold C. Ayers

Honorable John W. Whipple
Columbia County Judge
St. Helens, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of an advance deposit in the amount of $3,500 in connection with the North Scappoose Creek bridge on the Pittsburg-Scappoose Road, FAS 609.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM

ELMER B. LOYD, COMMISSIONER
DEER ISLAND

CLYDE HENDERSON, COMMISSIONER
VERNONIA

Columbia County Court
JOHN W. WHIPPLE, COUNTY JUDGE
ST. HELENS, OREGON

August 25, 1954.

[illegible]
J. W. CATTRALL

State Highway Department,
Salem,
Oregon.

Att: John W. Cattral ✓
Engr. County and City Relations

Gentlemen:

In compliance with our telephone conversation this date, you will find enclosed herewith our Columbia County Warrant No. 6389, in the sum of $3500.00 as our 20% payment on the proposed bridge contract, as set forth in your letter of August 11, 1954.

to acctg Div
advance fund
8-

Yours very truly,

John W. Whipple

JOHN W. WHIPPLE
County Judge

JWW:n

RECEIVED
AUG 26 1954
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
AUG 26 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

Salem, Oregon
August 17, 1954

NOTED
Harold C. Ayers

Mr. W. C. Williams
OFFICE

As per your instructions I contacted Judge Whipple of Columbia County re accepting the second low bidder for the North Scappoose Creek bridge project on FAS 609. The Judge advised that, in view of the delay in awarding a contract which would likely be involved, the county was afraid of having its detour washed out by high water before the new structure could be completed. The county would prefer that this project be readvertised in March or April of next year.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: G. S. Paxson

NOTED
J. F. HAGEMANN

FORM E-30 25M 9-51 52318

198

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1954

Mai

SUBJECT:

To:

Mr. John W. Cattrall
City & County Relations Dept.
Office

L

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Columbia County covering the North Scappoose Creek Bridge on the Pittsburg-Scappoose Road, FAS 609 in Columbia County.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Columbia County.

Secretary

rn
Attach: 5

RECEIVED
1954
ENGINEER
RELATIONS

NOTED
V. R. JONES

August 11, 1954

Columbia County Court
Court House
St. Helens, Oregon

NOTED
Harold C. Avery

Gentlemen:

On August 10th the Highway Commission received a satisfactory bid from Archie R. Averill of Portland for constructing the North Scappoose Creek bridge on FAS 609. As per an agreement between the state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$15,750.00
12-1/2% Engineering & Contingencies	1,968.75
Estimated Total Cost	$17,718.75

Advance Deposit
20% of $17,718.75 = $3,543.75--or say $ 3,500.00

Please make this deposit by means of a warrant or check in the amount of $3,500 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded. Your immediate attention to this matter will be appreciated.

Based on the above estimate, a balance of approximately $2,000 of fiscal year 1955 funds will be available to Columbia County.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

Low Bidder refused to take contract
Job will be readvertised

NOTED
V. R. JONES

Salem, Oregon
July 29, 1954

Mr. W. C. Williams
OFFICE

NOTED
Harold C. A[illegible]rs

Attached are three copies of a finance agreement covering the North Scappoose Creek Bridge on the Pittsburg-Scappoose Road, FAS 609 in Columbia County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the North Scappoose Creek Bridge project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

The North Scappoose Creek Bridge project was approved by the Highway Commission on ~~January 24~~, 1953. Sept. 24, 1953.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

NOTED
J. F. HAGEMANN

JDG:MM
Att.

NOTED
V. R. JONES

Salem, Oregon
July 1, 1954

Mr. G. S. Paxson
OFFICE

NOTED
Harold C. Ayers

Reference is made to the North Fork of the Scappoose River Bridge county FAS project on the Pittsburg-Scappoose County Road, FAS 609, in Columbia County.

The FAS project was to be for the structure only with Columbia County providing detour facilities and constructing road approaches as required.

In a conversation with Columbia County Judge Whipple this date, Judge Whipple advised that unless we can specify that the new bridge will be open to traffic prior to January 1, 1955, the county would prefer postponing the letting date until the spring of 1955. The reason for this is that high waters can be expected any time from January 1st on and, if the high waters came during construction, the county would be unable to maintain any type of detour around the bridge site.

I would appreciate your advising this office of your decision in this matter so that we in turn can advise Judge Whipple.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. W. C. Williams

[illegible]

PROPOSED PROJECTS
COLUMBIA COUNTY
AVAILABLE FUNDS - $76,000

FAS 574 - McNulty Creek Section, Approximately 0.5 Miles - $35,000.
This section extends approximately 1/4 mile on each side of McNulty Creek. It is proposed to replace the existing 99' light steel truss with a multiplate pipe and reconstruct the road approaches on each side to an improved alinement and grade.

The proposed improvement of the road approaches is to grade, surface, and place an 0-11 with binder 20' wide with 3' shoulders. If additional fill material for the road across the creek is required, the county owns a gravel site within one mile of the project. This gravel would also be available for pit run base. Crushed gravel is available at a commercial source in Scappoose.

FAS 574 - Columbia River Highway-St. Helens Section, Approximately 1.1 Miles - $26,000.
This section extends from the junction of Gable Road and the Columbia River Highway easterly and northerly to the junction of Old Portland Road and 18th Avenue at the city limits of St. Helens.

The proposed project is to widen and resurface the existing 18' bituminous pavement with asphaltic concrete 22' wide with 3' or 4' shoulders.

FAS 609 ✓ - North ~~Fork~~ of Scappoose ~~River~~ Creek Bridge - $25,000.
This bridge is located about 2.5 miles from the Columbia River Highway Junction at Scappoose.

The proposed project is to replace the existing bridge and the FAS project is to be for the structure only with the county to do all required road approach work and to handle traffic at no cost to state's contractor during bridge construction.

The two projects on FAS 574 very likely will require cooperative work by county forces to stay within available funds. After field data is available, details should be worked out with the county.

9/1/53

FORM E-90 25M 8-51 62319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1953

SUBJECT: North Fork of Scappoose
Creek Bridge 13353

Fas 609
Col. Co.

To:

Mr. J. W. Cattrall, Engineer
County and City Relations

Dear Sir:

This structure has about 30 square miles of drainage above it and will require from 80 to 100 feet of bridge on the present grade line. We would estimate that the cost would be approximately $25,000.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

GSP:gm

Salem, Oregon
August 14, 1953

NOTED
[illegible] C. Ay

Mr. G. S. Paxson
Bridge Engineer

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Columbia County has requested that Bridge No. 13353 over the N. Fork of Scappoose Creek on Road No. 0-8 of our bridge log be replaced with a permanent type structure as part of its next year's FAS program. Will you please furnish this office with an estimate of costs for use in presenting the project to the Highway Commission.

Mr. Ricketts is familiar with this bridge and the county's desires in the matter as well as with Bridge #13,756 of Road #646 for which an estimate to replace was requested on August 11.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:MM

Fas 609.

S-173(2) Little Applegate River & 1955
Star Gulch Bridges
#4387

Form A-150—10M—6-55

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4387
R-173(2)

Invoice No. 45713
Date June 19, 1956
Your Req. No.
Billing Request No. CC-246
Credit distribution: 515-1043-297

Jackson County
Medford, Oregon

Attn: County Court

Final billing county's share total costs of Little Applegate and Star Gulch bridges, FAS 559. Covered by agreement dated March, 1955.

Original Advance Deposit	5,700.00	
Less: Amt. previously transferred	4,500.00	
Balance Advance Deposits		1,200.00
County share of total cost as per attached	5,207.35	
Less: Amt. previously transferred	4,500.00	
Balance		707.35
To be retained		$ 492.65

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 88944

Cash Received with Request: $_______________

By _______________________________________

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

NOTED
Harold C. Ayers

June 18, 1956

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

NOTED
J. W. CATTRALL

[illegible]
[illegible]N

Dear Sir:

Final costs are now available for the Little Applegate and Star Gulch Bridges on FAS 559 and it has been determined that the agreed County's share of these costs is $5,207.35 (see attached statement). As the County initially deposited $5,700 a refund of $492.65 is due. In accordance with your request we are retaining this refund to apply against the County's share of future FAS projects.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Jackson

Contract No. 4387 Date [illegible]

FAS 559 Section (Completed 9/30/55) Little Applegate & Star Gulch Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
BRIDGE NO. [illegible]				
1. Remove old bridge	L.S.	[illegible]	1.0[illegible]	$ [illegible]
2. Structural excavation	C.Y.	[illegible]	39.2	[illegible]
3. Excav. below elevation shown	C.Y.	[illegible]	18	[illegible]
4. Class "A" concrete	C.Y.	[illegible]	[illegible].44	3,[illegible].20
5. Metal reinforcement	lb.	.12	40,24[illegible]	4,[illegible]
6. 8" metal drain	L.F.	4.[illegible]	20	[illegible]
BRIDGE NO. [illegible]				
7. Structural excavation	C.Y.	[illegible]	[illegible].7	[illegible]73.[illegible]
8. Class "A" concrete	C.Y.	[illegible]	[illegible]	[illegible]
9. Metal reinforcement	lb.	.11	[illegible]	3,[illegible]
PAF. Cement adjustment, favor of contractor	bbl.	[illegible]	1.43	[illegible]
Subtotal				$27,[illegible]
Construction Engineering				[illegible]
TOTAL CONSTRUCTION COSTS				$27,[illegible]
FEDERAL FUNDS OBLIGATED FOR PROJECT				$16,[illegible]

JACKSON COUNTY SHARE TOTAL COSTS

5[illegible] % of difference between total cost and Federal funds
($27,[illegible] - $16,[illegible]) x [illegible] = $ [illegible]

County's Advance Deposit	$ [illegible]
Less County Share Total Cost	[illegible]
REFUND DUE COUNTY...	$ [illegible]

RECEIVED
DEC 2[illegible] 1955
FOR FILING

S-173

OREGON STATE HIGHWAY DEPARTMENT

(date) December 21, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4387	7-Final	Frank Watt Construction Co. & S & B Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25703	R-139057	$ 3,181.31	12/21/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Sept. 30, 1955 without penalty

Completion Date: Sept. 30, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

6

RECEIVED
DEC 15 1955
FOR FILING

S-173 (2)
4387

December 15, 1955

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4387 for constructing the Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County was completed by the contractor, Frank Watt Construction Co. & S & D Construction Co., on September 30 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $3,181.31 will be released to the contractors on or after December 27, 1955. The total contract amount is $25,100.07 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Aetna Casualty & Surety Co.
G. Cyrus Bishop, Agent
319 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 23 1955
FOR FILING

C-73(2)
4387

FORM E-120 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 21, 1955

Frank [illegible]att Construction Co. &
S & D Construction Co.
1111½ N. E. Eugene Court
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31 to September 30, 1955 within which to complete your contract No. 4387, for constructing the Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

P. M. Oakley,
Resident Engineer

F. H. Stephenson,
Bridge Engineer

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 10, 1955

Jackson County Court
Courthouse
Medford, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4387 for construction of the Little Applegate River and Star Gulch bridges on the Little Applegate River Road, FAS 559, in Jackson County was completed on September 30, 1955.

Under the terms of the maintenance agreement signed by the Court on February 21, 1955 and by the Highway Commission on March 2, 1955, the County assumed maintenance of and continues jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

ECEIVED
OCT 12 1955
FOR FILING

S-173 (2)
4307

October 11, 1955

Request for extension of time
No. 9
November 3 and 4 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Little Applegate River and
Star Gulch Bridges
Contract No. 4307

Frank West Construction Co., and S & S Construction Co., contractor on the Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County, has requested an extension of time from August 31, 1955, to September 30, 1955, the date work was completed.

Part of the delay in completing this contract was caused by difficulties in securing readymix concrete on the days the contractor was ready to pour; and part of the delay was caused by the small size of the crew the contractor was using. However, the contractor has been very cooperative.

It is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attached

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1640
State Oregon
County Jackson
Project No. S-173(2)
4387

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.034 miles of bridge construction (Character of work)

between FAS 262 at Ruch and county road junction in Section 5, T. 40 S., R. 3 W., W.M., (Control points)

consisting of 0.000 miles of roadway and two (Number) bridges totaling 0.034 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of seventeen thousand, three hundred and 00/100 dollars ($ 17,300.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty-seven thousand, nine hundred ninety-five and 00/100 dollars ($ 27,995.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of uchers certified by him to the Secretary of the Treasury for payment to the official or depository thorized under the laws of said State and designated by the Highway Department to receive public ds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure cometion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in pliance with said Act of July 11, 1916, as amended and supplemented, and will use every means withits power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and r first above written.

OMMENDED FOR APPROVAL:

ATE HIGHWAY ENGINEER

SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By Ben R Chandler
Chairman, State Highway Commission
(Title)
By Chas H Reynolds
Member, State Highway Commission
(Title)
By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—32551

Oregon State Highway Department

Federal Aid Secondary
Project No. S-173 (2)

LITTLE APPLEGATE RIVER AND STAR GULCH BRIDGES

ON THE APPLEGATE ROAD IN JACKSON COUNTY

(Estimate as a basis for Project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code X021
Little Applegate River Bridge (Sta. 147+97 to Sta. 149+07)(Contract No. 4307)

All Required	Remove Old Bridge	$	$ 500.00
30 cu. yds.	Structural Excavation	10.00	300.00
5 cu. yds.	Excavation Below Elevation Shown	10.00	50.00
158 cu. yds.	Class "A" Concrete	55.00	8,690.00
44,000 lbs.	Metal Reinforcement	0.12	5,280.00
20 lin. ft.	8-Inch Metal Drain Pipe	4.00	80.00
			$14,900.00

Type Code X021
Star Gulch Bridge (Sta. 21+62 to Sta. 22+32)(Contract No. 4307)

110 cu. yds.	Structural Excavation	$ 5.00	$ 550.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
120 cu. yds.	Class "A" Concrete	55.00	6,600.00
30,000 lbs.	Metal Reinforcement	0.11	3,300.00
			$10,550.00

Subtotal	$25,450.00
10% Engr. & Cont.	2,545.00
Total	$27,995.00

Length of 2 Structures 0.034 Mile

Federal Funds..	$17,300.00
State Funds..	5,347.50
County Funds..	5,347.50
	$27,995.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Jackson County with the State Highway Department

RECEIVED
APR 26 1955
FOR FILING

5-19[illegible]
4387

April 26, 1955

Frank Watt Construction Co. and
S & D Construction Co.
11114 N. W. Eugene Court
Portland, Oregon

Gentlemen:

We enclose herewith three fully executed copies of contracts for your files which were awarded to you by the State Highway Commission, as follows:

Contract No. 4385, for construction of the Hurricane Creek Bridge on the Hurricane Creek County Road in Wallowa County, awarded March 9, 1955.

Contract No. 4386, for construction of North Scappoose Creek Bridge on the Pittsburg-Scappoose Road in Columbia County, awarded March 11, 1955.

Contract No. 4387, for construction of Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County, awarded March 11, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

March 14, 1955

NOTED
Harold C. A

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

NOTED
J. W. CATTRALL

Dear Mr. Rynning:

This is to acknowledge receipt of an advance deposit of $5,700 in connection with the Little Applegate and Star Gulch bridges on FAS 559. Contract No. 4387 was awarded to the Frank Watt Construction Company and S. & D. Construction Company, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HA

NOTED
J. W. CATTRALL

Salem, Oregon
March 11, 1955

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

113 ([illegible])

We have received this date Columbia County's advance deposit of $3,750 in connection with the North Scappoose Creek bridge on FAS 609 and Jackson County's advance deposit of $5,700 in connection with the Little Applegate River and Star Gulch bridges on FAS 559. Both of these projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: P. M. Stephenson
S. H. Probert

NOTED
J. F. HAGEMANN

Form A-180 10M 8-54

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 38267

Date March 11, 1955

Your Req. No.

Billing Request No. cc-142

Credit distribution: 515-1043-297

Jackson County
Medford, Oregon

Attn: County Court

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Advance Deposit	5,700.00
Partial transfer county's share total cost of Little Applegate River and Star Gulch bridges, Jackson County FAS project, covered by agreement dated March, 1955.	4,500.00
To be retained	$1,200.00

RECEIVED
MAR 14 1955
ENGINEER

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $____________
By ____________

John D. Graham
Office Engineer

JDG:mm
Att.

NOTED
J. F. HAGEMANN

Salem, Oregon
March 11, 1955

NOTED
Harold C. Ayers

Mr. C. H. Maison
Chief Accountant

NOTED
J. W. CATTRALL

Attached is Jackson County Warrant No. 76 in the amount of $5,700 representing the county's share in the estimated total cost of the construction of the Little Applegate and Star Gulch bridges on FAS 559 in Jackson County.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

NOTED
J. F. HAGEMANN

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

March 10, 1955

NOTED

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I am herewith enclosing County Warrant No. 76 in the amount of $5700.00 to cover Jackson County's share for the construction of Little Applegate and Star Gulch bridges on FAS 559.

Jackson County has completed detours at the two bridge sites, and the contractor can start construction immediately insofar as Jackson County is concerned.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:op

Enclosure

NOTED
J. F. HA[illegible]NN

RECEIVED
MAR 11 1955
[illegible] ENGINEER

NOTED
Harold [illegible] Byers

NOTED
J. W. CATTRALL

March 4, 1955

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Rynning:

On March 2nd the Highway Commission received a satisfactory bid from Frank Watt Construction Company and S. & D. Construction Company of Portland for construction of the Little Applegate River and Star Gulch bridges on FAS 559. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$25,450.00
12-1/2% Engineering and Contingencies	3,181.25
Estimated Total Cost	$28,631.25
Advance Deposit of 20% = $5,726.....or, say	$ 5,700.00

Please make this deposit by means of a warrant or check in the amount of $5,700 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and [illegible] Relations

JFH:mm

RECEIVED
MAR 14 1955
FOR FILING

S-173(2)

4287

Salem, Oregon
March 11, 1955

maint. 216
finance 73

Mr. John W. Cottrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Jackson County covering the Little Applegate River and Star Gulch bridges on FAS 559 in Jackson County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Jackson County.

Secretary

rn
Attach: 5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1955

SUBJECT: ~~Assignment #5669~~

Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGR.

Attached are three copies of a finance agreement covering the Little Applegate River and Star Gulch bridges on FAS 559 in Jackson County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John K. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

1 copy of Finance Agt A
4 copies of Maint A

Bids for constr
are to be received
on Mar 2. 1955

[illegible]
8-9-54 Minute Page 50
10-28-54 - Minute Page 28
Secretary

RECEIVED
FEB 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER

2 copies of F[illegible] & Maint
"A" for signature

RECEIVED
MAR 11 1955
FOR FILING

S-173(2)

4387

March 11, 1955

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Jackson County covering the Little Applegate River and Star Gulch bridges on FAS 559 in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
MAR 25 1955
FOR FILING
[illegible]
4387

March 11, 1955

Frank Watt Construction Co. and
S & B Construction Co.
14114 N. E. Eugene St.
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your proposal for constructing two reinforced concrete bridges over the Little Applegate River and Star Gulch, 110 feet long and 70 feet long, respectively, on the Upper Applegate County Road in Jackson County for the sum of $25,450.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4387.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

By

NOTED
J. Mc C.

cc Mr. R. O. Savage (SIAC)
Mr. H. G. Smith
Mr. S. E. Probert
Mr. F. M. Stephenson
Pacific Builder & Engineer, Inc.

RECEIVED
MAR 4 1955
FOR FILING

S-173 (2)
4387

DOMESTIC SERVICE Check the class of service desired; otherwise this message will be sent as a fullrate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 11, 1955
9:40 a.m.

Frank Watt Construction Co. and
S & D Construction Co.
14114 N. E. Eugene Ct.
Portland 20, Oregon

Contract for Little Applegate River and Star Gulch Bridges, Jackson County, for which you submitted low bid on March 2, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Confirmation
Accounting (5003-900)
C. W. Head

RECEIVED
MAR 4 1955
FOR FILING

S-173 (2)
4387

S-178(6)

March 4, 1955

Frank Watt Construction and S & D Construction Co.
14114 N. E. Eugene Ct.
Portland 20, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your bid in the amount of $25,450 for construction of Little Applegate River and Star Gulch Bridges on the Upper Applegate County Road in Jackson County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

NOTED
J. W. CATTRALL

February 23, 1955

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Mr. Paul B. Rynning
Jackson County Engineer
Court House
Medford, Oregon

Dear Mr. Rynning:

This is to acknowledge receipt of two copies of a finance agreement, six copies of a maintenance agreement, and five copies of an encroachment resolution covering the Little Applegate River and Star Gulch bridges on FAS 559 in Jackson County.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

Form cc-12 (1954 Rev.)

Oregon Project S-173(2)
FAS 559

RESOLUTION

WHEREAS, a county road in Jackson County, State of Oregon, known as the Applegate County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

> A bridge over the Little Applegate River located approximately 2.7 miles south of Ruch, and a bridge over Star Gulch located approximately 6.4 miles south of Ruch.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Applegate County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 21st day of Feb., 1955.

By ______ County Judge

By ______ County Commissioner

By ______ County Commissioner

Attest:

______ County Clerk

NOTED
Harold C. A[illegible]

NOTED
J. W. CATTRALL

February 16, 1955

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

NOTED
J. F. HAGEMANN

Dear Mr. Rynning:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Little Applegate River and Star Gulch bridges on FAS 559 upon which bids will be received March 2nd.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for both bridges is $33,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1955.

If satisfactory, please have the County Court sign, the county clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than February 25th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

JFH:MM
Encl.

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

MEMO
TO: J. W. Nash
DATE: 1/18/55

Little Applegate River and Star Gulch Bridges
FAS Route 559

The Little Applegate River and Star Gulch bridges are located approximately 2.7 and 6.4 miles south of Ruch, respectively. The existing structure over the Little Applegate River is a timber truss 132' long. Horizontal clearance of this truss is 19'. The existing structure over Star Gulch is a 36 foot long log span. The horizontal clearance of this span is 19'-3". Both structures have deteriorated and are no longer adequate for present traffic.

The proposed project is to construct a reinforced deck girder concrete bridge at each location with a slight modification in alignment. Horizontal clearance of each structure will be 24 feet. The roadway apprcaches are to be constructed by Jackson County without federal cooperation.

This road traverses an agricultural area made up of cattle, sheep, and dairy farms. It also serves extensive logging operations adjacent to its southern termini.

Funds:

Federal	$21,000
State	7,000
County	7,000
Total...	$35,000

N
J. F. H[illegible]N

APPROVED BY HIGHWAY COMMISSION OCTOBER 28, 1954

NOTED
J. F. HAGEMANN

JACKSON COUNTY
PROPOSED PROJECTS

FAS 287 - Quartz Creek Structure, $5,000. This structure is located approximately 6-1/2 miles west of Butte Falls on the Butte Falls County Road.

The proposed project is to construct a 26' roadway multiple box culvert or bridge, whichever is the cheaper.

FAS 287 - McNeil Creek Structure, $12,000. This structure is located approximately 6 miles west of Butte Falls on the Butte Falls County Road.

The proposed project is to construct a 26' roadway multiple box culvert or bridge, whichever is the cheaper.

✓ FAS 559 - Little Applegate River Bridge, $20,000. This bridge is located approximately 2-3/4 miles south of Ruch on the Upper Applegate County Road.

The proposed project is to construct a 24' roadway R.C.D.G. span 55' in length on concrete abutments. The design would be similar to that for the Evans Creek Bridge (Bridge Drawing No. 11473) designed for Jackson County this year.

✓ FAS 559 - Star Gulch Structure, $10,000. This structure is located approximately 6.4 miles south of Ruch on the Upper Applegate County Road.

The proposed project is to construct a 24' roadway multiple box culvert or bridge, whichever is cheaper.

FAS 593 - Wagner Creek Structure, $5,000. This structure is located approximately 0.3 mile east of Talent.

The proposed project is to construct a 26' roadway double box culvert.

FAS 593 - Bear Creek Bridge, $45,000. This bridge is located approximately 0.5 mile west of Talent on the Valley View County Road.

The proposed project is to construct a bridge having a 26' roadway approximately 200' in length. This structure is County Bridge No. 22.

FAS 593 - Bear Creek Bridge, $45,000. This bridge is located near the junction of the Valley View County Road and the Pacific Highway approximately 0.5 mile northwest of the northerly city limits of Ashland.

The proposed project is to construct a bridge having a 26' roadway approximately 200' in length. This structure is County Bridge No. 23.

NOTE: All of the above projects will be for the structures only, including removal of the existing bridges. Jackson County will furnish vicinity maps for all bridge locations, provide detours, and construct road approaches as required. It is suggested that the Bridge Division contact Mr. Paul Rynning, Jackson County Engineer, to work out design details.

8/31/54

FORM B-123 80M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 27, 1954

RECEIVED
1954

Harold

2a. 559

Mr. Paul B. Rynning
County Engineer
Jackson County Courthouse
Medford, Oregon

Dear Sir:

Your Bridge No. 465 over the Little Applegate River is a better location than most for a single span on abutments because of the rock foundation so close to grade. If a clear span of 55' is required it will probably provide the most economical structure. A bridge of 30'-40'-30' spans would provide more waterway and cost about 85% as much as the single span on abutments. I would suggest placing the ends at Stations 148+05 and 149+05. Another solution would be a 50' span with 14' cantilevers similar to your Ward's Creek Bridge. The narrower roadway and less expensive rail, together with the shorter columns, should bring the cost down even more. This would leave only about 35' between the toes of the approach fills, however.

At the Star Gulch location I would say that the absence of good foundation material would rule out the single span on abutments because of the weight, which would have to be supported on piling. Here again, the single span with cantilever end spans will probably give you the most waterway for your money. A 12'-42'-12' series would give you about 38' between toes of fills. The cost of a bridge of this type varies closely with the length so, if you will give us the length of opening with 1½ to 1 slopes you require, we will be able to design a bridge to fit.

With foundation material such as you describe, we would use foundation piling. We have found that they add from one to two dollars a square foot of deck area to the cost of the structure, so a 60' bridge with a 24' roadway would come to just under $16,000, with allowances for engineering and contingencies.

If you will consider these sites again, with these suggestions in mind, and let us know which type you prefer, we can then proceed with the design.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

RTS:skt
cc: Mr. John W. Cattrall

P.S. Mr. Stephenson will contact you the last of next week.

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

NOTED
Harold C. Ayers

October 20, 1954

RECEIVED
OCT 21 1954
ENGINEER
COUNTY & CITY RELATIONS

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Re: Bridges on FAS No. 559

I am herewith enclosing, in duplicate, vicinity maps for bridge sites—County No. 465 over Little Applegate River and No. 469 over Star Gulch. The existing bridges are wood and should be replaced as soon as possible because they are both in weakened condition and will not stand normal traffic.

If new structures can be placed upon your construction program for the coming year, please have your bridge department design suitable structures for each. The design should be for H20-S16 loading, 24' width roadway, standard curbs with parapet type rails.

Bridge No. 465 with a 55' single span and concrete abutments would be adequate as far as waterway and drift are concerned. The present structure is 105' long with spans 15' - 15' - 60' - 15'. Your bridge department may, after a study, find another type design more economical.

I suggest for Bridge No. 469 a single span approximately 35' or 36' long with same loading, width and curbs as Bridge No. 465. This stream carries small drift and debris but no large logs or trees. In testing for foundation, we went down to elevation 1533 and found nothing but clay and gravel. The existing bridge is a single log stringer span 36' long.

I will have other projects for the FAS System and will forward you the vicinity maps as soon as they are completed. I know that your bridge department is very busy

NOTED

and I am, therefore, getting the information to you as soon as possible in order that the bridges may be designed when time will permit.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:op

Enclosures 4

cc: Mr. G. S. Paxson
Assistant State Highway Engineer

305-1704 St. Helens (Columbia Blvd. & 1955
Willamette St.)
#4388

Form A-130—10M—9-55

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 44359

Date April 3, 1956

Your Req. No.

Billing Request No. cc-222

Credit distribution: 305-1704-295

City of St. Helens
St. Helens, Oregon

Attn: R. A. Singleton, City Recorder

Final billing city's share total cost of Columbia Boulevard and Willamette Street project, city of St. Helens. Covered by agreement dated Feb. 21, 1955. City to pay all costs in excess of $15,000.

	Advance Deposit	1,000.00
Total cost	13,475.66	
Agreed State Share	15,000.00	None
	To be refunded	$1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 85944

State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

March 29, 1956

Mr. Richard A. Singleton
City Recorder
St. Helens, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Final costs on the Special City Allotment project on Columbia Boulevard and Willamette Streets are now available (See attached statement). As the cost was less than the agreed State's share of $15,000, the City will be refunded its advance deposit.

The advance deposit made by the City for this project was $1,000, and a check for this amount will be forwarded by our Accounting Division within the next two weeks.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

OREGON STATE HIGHWAY DEPARTMENT STATEMENT OF FINAL COSTS

ST. HELENS Special City Allotment Project
Contract No. 4388
Paving: Columbia Boulevard and Willamette Street March 26, 1956

PAYMENTS TO CONTRACTOR

Item	Quantity	@	Total
1. Class B asphaltic concrete	1616.02 tons	$ 7.25	$11,716.15
PA #1 RS-1 asphalt in tack coat	1.43 tons	150.00	214.50

Subtotal, Contract Items.......	$11,930.65
Construction Engineering.......	1,045.63
Survey.........................	499.38
Total Cost.....................	$13,475.66
Agreed State Share.............	15,000.00
City Share.....................	$--
City Advance Deposit..........	$ 1,000.00
REFUND DUE CITY...............	$ 1,000.00

HCA:mm

NOTED
V. R. JONES

FORM [illegible]—[illegible]—11-[illegible]—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1956

SUBJECT: Final Costs
Special City Allotment Project
St. Helens, Contract No. 4388
Prefix 305-1704

To: Mr. C. H. Maison
OFFICE

REFERRED TO
D. B. TAYLOR, Ass't Auditor

L

NOTED
Harold C. Ayers

We desire to final out the account with the city of St. Helens re the Special City Allotment fund project approved by the Commission on December 7, 1954. The city has $1,000 in the advance deposit account.

Will you please have a check made of this account and advise this office of the final cost on the books.

H C Ayers
H. C. Ayers
Field Engr., County & City Relations

HCA:mm

305-1704

201- 11,216.15
1955 900- 1,045.63

1956 201- 714.50

RECEIVED
MAR [illegible] - 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
March 6, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4388	2-Final	Parker-Schram Co.

805-1704

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
3798	B-144631	$ 714.50	3/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: None

Completion Date: Aug. 20, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 3-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1956
Ruth Rawlings

[illegible]

RECEIVED
FEB 21 1956
FOR FILING

4355

February 21, 1956

CERTIFIED MAIL

Glens Falls Insurance
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4388 for paving on St.Helens (Columbia Blvd. & Willamette St.) City Streets Section in Columbia County was completed by the contractor, Parker-Schram Company, on August 20, 1955 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment, in the amount of $714.50, will be released to the contractor on or after March 2, 1956. The total contract amount is $11,930.65 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

ON CARD

gl

FORM E30—50M—2-55—82964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Portland, Oregon
February 2nd, 1956

SUBJECT:

NOTED
J. W. CATTRALL

To: John W. Cattrall
County and City Relations Department
State Highway Department
Salem, Oregon

Attn: John D. Graham

Reference is made to your letter of January 24, 1956 concerning the final costs on the special city allotment project at St. Helens, Oregon. This is the Columbia Boulevard Project in St. Helens, and was constructed under contract No. 4388.

I am enclosing herewith copy of Roy W. Pyle's report of January 31st on this matter, and you will note that no costs are expected that would not appear in the December books. I am also advised that the semi-final estimate will go to the Salem office this date.

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Roy W. Pyle

RECEIVED
FEB 6 1956
[illegible]
COUNTY & CITY RELATIONS

Chgd. for Final ltr.

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

186

Portland, Oregon
Jan. 31, 1956

SUBJECT: Final Costs
Special City Allotment Project
St. Helens

To: Mr. A. G. Skelton
Division Engineer
State Highway Dept.
Portland, Oregon

Reference is made to John D. Grahams letter, dated Jan. 24, 1956, in regards to final costs of the Columbia Boulevard project in St. Helens under contract no. 4388, prefix 305-1704.

No costs are expected that would not appear on the December books. The semi-final estimate on this project will be submitted within a few days.

Roy W. Pyle

Roy W. Pyle
Resident Engineer

RWP:mh

RECEIVED
JAN 31 1956
OFFICE
DIVISION ENGINEER
DIVISION

305-1704

Form E-1—[illegible]

OREGON STATE HIGHWAY DEPARTMENT
Field Engineer's Weekly Report
FOR CONSTRUCTION PROJECTS ONLY

Section St. Helens (Columbia Blvd. & Willamette Street)
Highway City Streets
Contractor Parker-Schram Co.
Date of contract March 14, 1955
Date work started Aug. 16, 1955
Project authorization $ 15,496.88
Exclusive of Engineering $ 14,394.88

For Week Ending Aug. 20, 1955
Kind of work Paving
Section prefix 305-1704
Contract number 4388
Date of completion Sept. 15, 1955
Estimated date of completion Aug. 20, 1955
Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 14,394.88
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 1,102.00
Engineering cost to date $ 832.84, 75.6 %
Date project was completed August 20, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Paving crew started job Tuesday AM, August 16, and completed it Sarurday, August 20.

Approximately 1,600 tons of paving was laid on the job and 1.4 tons of tack coat.

NOTED
M. G. SMITH

RECEIVED
AUG 24 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed Roy W. Pyle
Roy W. Pyle
Address Box 564, St. Helens, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77[illegible]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.43
Miles partially completed					
Miles completed					0.43
Total estimated quantities				1.4 T	1,615 T
Estimated quantities moved or placed to date				1.4 T	1,600 T
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	9				
Average force on project for week	25				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...2...., Mixers ...1...., Crushing or screening plants ....

Compressors ..1.., Bulldozers .....1.., Sheep-foot rollers ...., Paver. 1; ....Trucks.7; ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
APR 7 1955
FOR FILING

305-1704
4388

April 7, 1955

Parker-Schram Company
200 Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4388, which was awarded to you on March 14 by the State Highway Commission, covering paving on the St. Helens (Columbia Blvd. & Willamette St.) City Streets Section in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
Harold C. Ayers

March 15, 1955

Mr. R. E. Singleton
City Recorder
St. Helens, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Sir:

This is to acknowledge receipt of an advance deposit of $1,000 in connection with the paving project on a portion of Columbia Boulevard. Contract No. 4388 was awarded to Parker-Schram Company on March 14, 1955.

Enclosed is a copy of the plans and specifications for your records.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
MAR 25 1955
FOR FILING

305-1704
4388

7

March 14, 1955

Parker-Schram Co.
200 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 accepted your proposal for the St. Helens (Columbia Boulevard and Willamette Street) Paving Project, 0.43 miles, Columbia County, for the sum of $13,775.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded to you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4388.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
Oregon State Highway Commission

fp

cc Mr. R.G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 14, 1955
10:10 a. m.

Parker-Schram Co.
200 Builders Exchange Bldg.
Portland 4, Oregon

Contract for St. Helens (Columbia Boulevard and Willamette Street) Paving Project, Columbia County, for which you submitted low bid on March 3, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

[illegible], advance [illegible] —
7 Q[illegible]

NOTED
J. F. HAG[illegible]

NOTED
J. W. CATTRALL

RECEIVED
MAR 14 1955
ENGINEER
CO[illegible] R[illegible]TIONS

RECEIVED
MAR 14 1955
SALEM
STATE HIGHWAY COMMISSION

IRVING T. RAU, MAYOR

COUNCILMEN:
HUSTEN D. JOHNSTON
FORREST WINKFIELD
FRANK H. LEMONT
ROY I. HARRINGTON

The City of St. Helens
OFFICE OF CITY RECORDER

St. Helens, Oregon

RICHARD E. SINGLETON
CITY RECORDER AND MUNICIPAL JUDGE
MARSHALL C. HJELTE
CITY ATTORNEY
JOE H. BENNETT
CITY TREASURER
SWEP MORTON, JR.
SUPT. OF PUBLIC WORKS AND PUBLIC SAFETY

March 10, 1955

NOTED

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed please find Cashiers Check in the amount of $1,000.00 which represents an advance deposit representing costs in excess of $15,000.00 for the proposed improvement of a portion of Columbia Boulevard within the City of St. Helens.

This complies with your request of March 4, 1955.

Very truly yours,
Richard E. Singleton
City Recorder

enc. 1 Cashiers Check no. 7974 for $1000.00
to Acctg. Div. advance fund 3-14
F Query

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

RECEIVED
MAR 14 1955
ENGINEER
CO[illegible] [illegible]TIONS

RECEIVED
MAR 14 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 4 1955
FOR FILING

305-1704
4388

March 4, 1955

Parker-Schram Co.
200 Builders Exchange Building
Portland 4, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 accepted your bid in the amount of $13,775 for St. Helens (Columbia Boulevard and Willamette Street) Paving Project in Columbia County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FEB 25 1955
FOR FILING

305-1704
4288

February 25, 1955

Mr. Richard E. Singleton, City Recorder
City Hall
St. Helens, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of St. Helens covering the Special City Allotment Project on Columbia Boulevard in the City of St. Helens.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
FEB 28 1955
FOR FILING

305-1704
4358

Special State Tax Funds. 106

Salem, Oregon
February 25, 1955

Special City Allotment Project
Columbia Boulevard
St. Helens
Columbia County

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of St. Helens covering the Special City Allotment Project in the City of St. Helens.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, St. Helens, Oregon

Secretary

FH
Attach: 1

BY SECRETARY

FORM E-30 25M 9-51 82916

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer.
BY DEPUTY STATE HIGHWAY ENGINEER

L

Attached are three copies each of agreements covering the following Special City Allotment projects:

1. Cottage Grove - North River Road
2. Myrtle Point - Ash Street and Eighth Street
3. Saint Helens - Columbia Boulevard
4. Silverton - James Avenue

Two copies of each agreement have been executed by the respective cities and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

The projects were approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
FEB 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-7-54 Minute Page 29
Secretary

STATE OF OREGON,
County of Columbia,
City of St. Helens,
} ss.

I, Richard E. Singleton
2-9-55
City Recorder of the above named City, County and State.

do hereby certify that the foregoing copy of Ordinance No. 1357 has been by me compared with the original, and that it is a correct transcript therefrom, and of the whole of such original ordinance as the same appears on file in my office and in my care and custody.

IN TESTIMONY WHEREOF, I have hereuto set my hand this 9th day of February, A. D., 1955.

Richard E. Singleton
City Recorder.

2/11/55. Approved as to form. M.J.

ORDINANCE NO. 1357

An ordinance providing for a form of agreement by and between the City of St. Helens, Oregon, and the State of Oregon acting by and through its State Highway Commission for the improvement of Columbia Boulevard from N. Second Street to N. Seventh Street, and Columbia Boulevard from N. Ninth Street to S. Twelfth Street, a distance of approximately 0.43 mile and declaring an emergency.

WHEREAS, the City of St. Helens, Oregon, has heretofore made appliction to the State of Oregon acting by and through the State Highway Commission for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Columbia Boulevard from N. Second Street to N. Seventh Street, and Columbia Boulevard from N. Ninth Street to S. Twelfth Street, a distance of approximately 0.43 mile, and

WHEREAS, in the form of agreement prepared by the State Highway Commission and approved by the City Attorney, the Highway Commission has agreed to pay the costs of the project up to Fifteen Thousand and No/100 ($15,000.00) Dollars, the City to pay all costs in excess of $15,000.00.

The City of St. Helens does ordain as follows:

Section 1. That certain form of agreement herein above referred to and by this reference made a part hereof be entered into by the City of St. Helens, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Columbia Boulevard from N. Second Street to N. Seventh Street, and Columbia Boulevard from N. Ninth Street to S. Twelfth Street, a distance of approximately 0.43 mile, is hereby approved and accepted as so submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. Whereas it is necessary that said improvements be made in the spring or summer of 1955, while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of St. Helens, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approved by the Mayor.

Read the first time: February 8, 1955
Read the second time: February 8, 1955
Read the third time and passed: February 8, 1955
Approved by the Mayor: February 8, 1955

(SEAL)

Irving T. Rau
Mayor

Attest:

Richard E. Singleton
Recorder

5-11-54

RESOLUTION No. 202

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of St. Helens is an incorporated city of the State of Oregon, and has a population of 4711, as given by the latest official census, and

WHEREAS, the following streets of said city, Columbia Boulevard

RECEIVED
MAY 13 1954
ENGINEER
COU[illegible] RELATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

between North Second Street and North Seventh Street; and
Columbia Boulevard between North Twelfth Street and North Ninth Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Columbia Boulevard between North Second Street and North Seventh Street; and Columbia Boulevard between North Twelfth Street and North Ninth Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of St. Helens does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Swep Morton Jr. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 11th day of May, 1954.

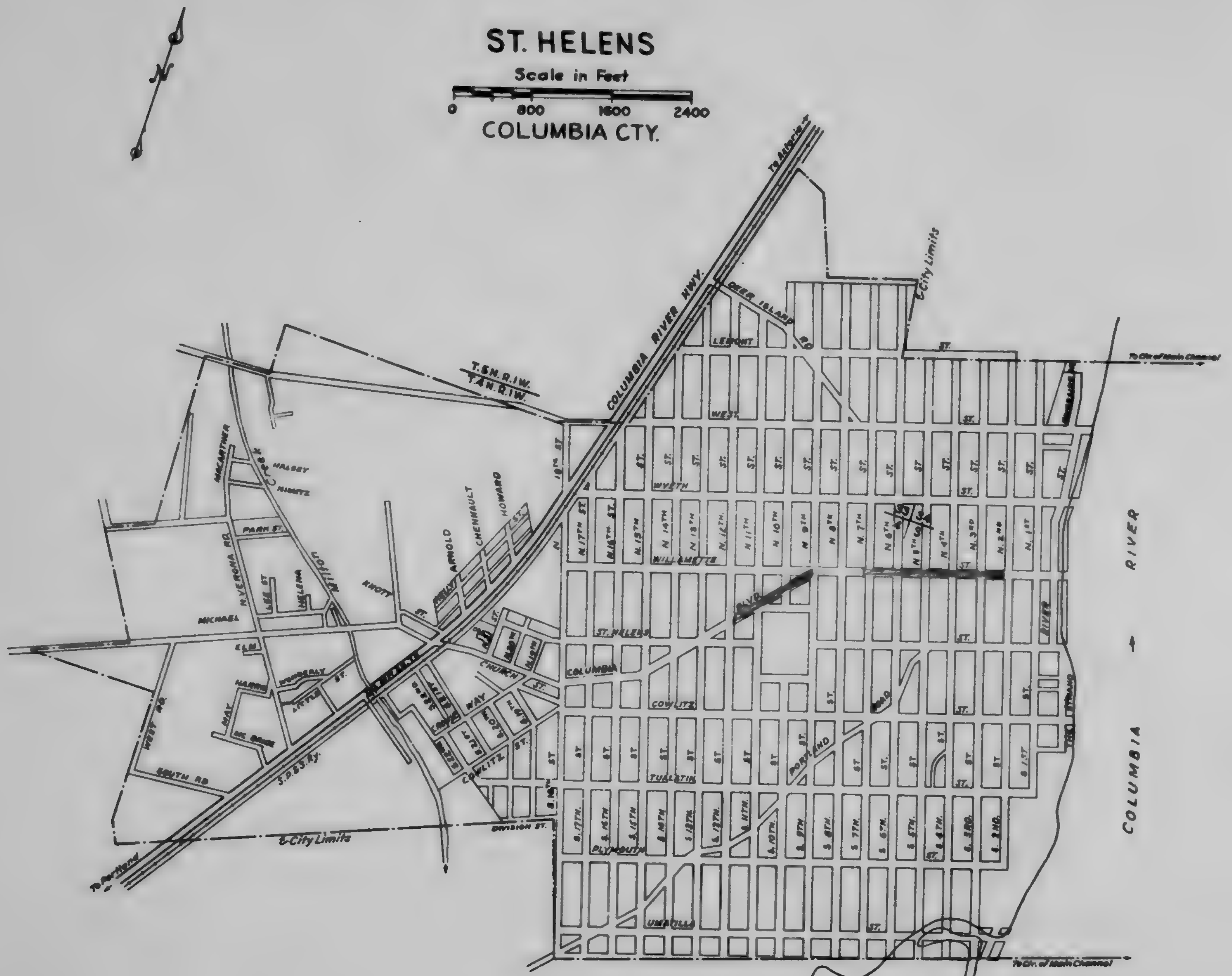
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

Mayor

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of St. Helens at a regular or special meeting of said Council, held on the 11th day of May, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of May, 1954.

Richard E. Singleton
City Recorder



ST. HELENS

Scale in Feet

COLUMBIA CTY.

N
0
800
1600
2400
T.5N.R.1W.
T.4N.R.1W.
COLUMBIA RIVER HWY.
To Astoria
To Portland
S.P.&S.Ry.
MACARTHUR
HALSEY
NIMITZ
Creek
Milton
PARK ST.
N.VERONA RD.
LEE ST
HELENA
MICHAEL
KNOTT
ST.
ARNOLD
CHENNAULT
HOWARD
ELM
HARRIS
WONDERLY
LITTLE ST.
MAY
MC BRIDE
WEST RD.
SOUTH RD
CHURCH ST.
WAY
COWLITZ ST.
DIVISION ST.
E City Limits
19TH ST.
N.17TH ST.
N.16TH ST.
N.15TH
N 14TH
N 13TH
N.12TH.
N 11TH
N 10TH
N 9TH
N 8TH
N. 7TH
N 6TH
N 5TH
N 4TH
N. 3RD
N. 2ND
N. 1ST
WYETH
WILLAMETTE
WEST
LEMONT
DEER ISLAND RD
BLVD.
ST. HELENS
COLUMBIA
COWLITZ
TUALATIN
PORTLAND
ROAD
PLYMOUTH
UMATILLA
S. 17TH.
S. 16TH
S. 15TH
S. 14TH
S. 13TH.
S. 12TH.
S. 11TH.
S. 10TH.
S. 9TH
S. 8TH.
S. 7TH.
S. 6TH.
S. 5TH.
S. 4TH.
S. 3RD.
S. 2ND.
S. 1ST
RIVER
THE STRAND
E City Limits
To Ctr. of Main Channel
To Ctr. of Main Channel
COLUMBIA → RIVER

REV 7-8-58

S-179(1) Arock-Hwy. Jct. Sec., Arock 1955
County Road
#4389

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 5, 1957

Malheur County Court
Courthouse
Vale, Oregon

(FAS 589)
Contract 4389
S-179(1)

Gentlemen:

Attached is a copy of the Bureau of Land Management's decision on the application for right-of-way through Government-owned land on the Arock-Highway Junction section of the Arock County Road. Attached also is a print of the map showing the above described lands.

This copy of the decision and print of the map are for your files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Clarence G. Swenson
Acting Engr., County and City Relations

CGS:mm
Att.

For letter from Earl Saling, 3-1-57,
see ~~[illegible]~~
attchd

NOTED
C. G. SWENSON

COPY

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
LAND OFFICE
1001 N. E. Lloyd Blvd.
P. O. Box 3861
Portland, Oregon

Oregon 03955

Date April 14, 1955

DECISION

Name:
Oregon State Highway Department

Date Map Filed:
January 5, 1955

Highway Right-of-Way

(OSHD File No. 22624)
I.O.N. Highway-Arock Section
Arock County Road
Federal Aid Route No. FAS 589
(Project S-179)

Highway Right-of-Way Approved

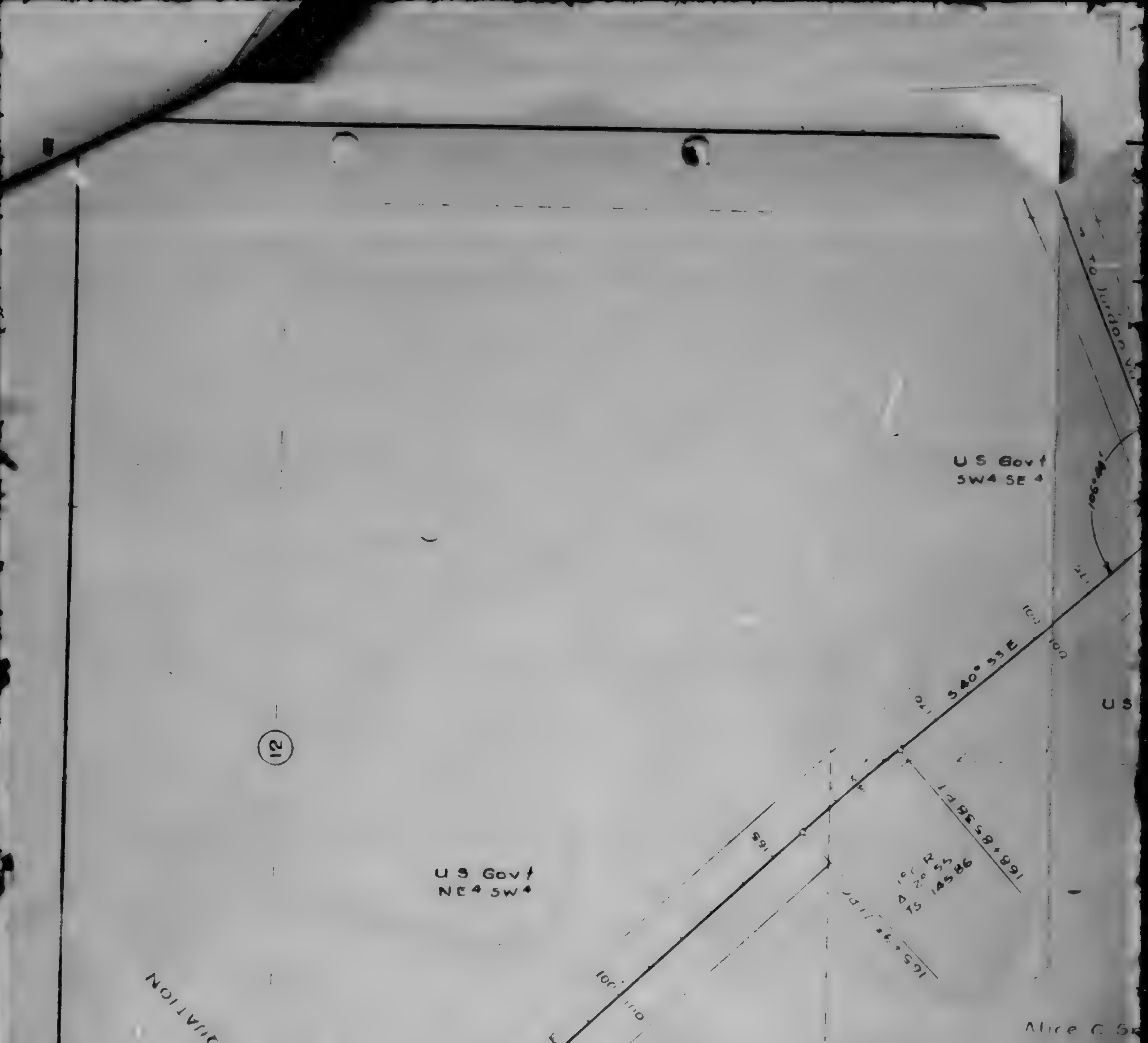
The application and map filed by the above-named State for a highway right-of-way over public lands, under section 17 of the Federal Highway Act of November 9, 1921 (42 Stat. 216; 23 U.S.C. sec. 18) have been examined and found to conform to the regulations. The Bureau of Public Roads, U. S. Department of Commerce, has determined that the land is necessary for the purpose specified in the act. Reports of interested Federal Agencies are favorable also.

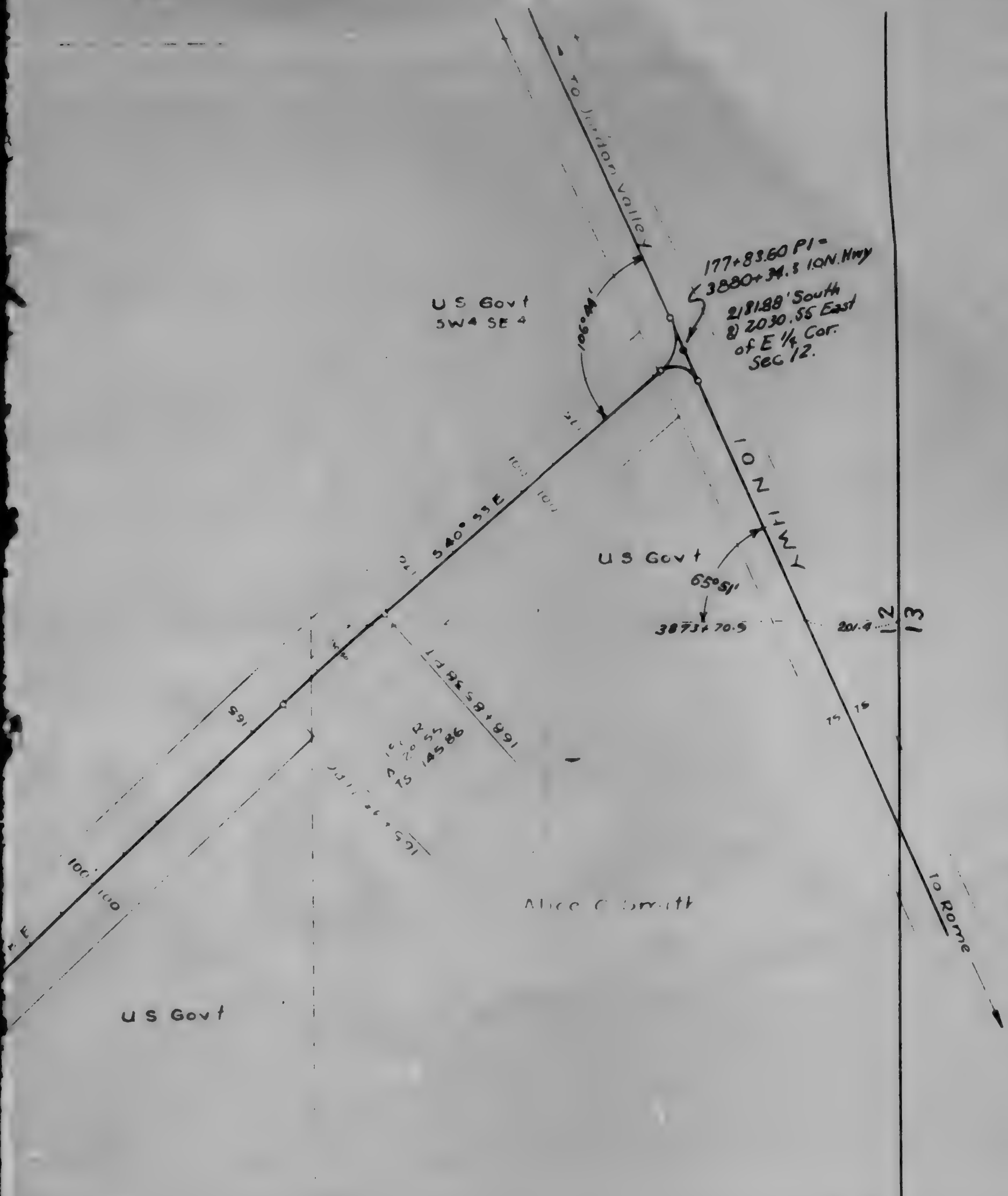
Pursuant to the above-mentioned act and the regulations thereunder (43 CFR, Part 244), the right-of-way over the public lands as shown on the above-mentioned map is approved, subject to all valid existing rights, but reserving rights-of-way for canals and ditches constructed under authority of the United States, and subject to the reservation to the United States of all fissionable source materials, in accordance with the provisions of the act of August 1, 1946 (60 Stat. 755; 42 U.S.C. sec. 1801) and subject further to the stipulation that the State shall not discriminate against any employee or applicant for employment because of race, creed, color or national origin and shall require an identical provision to be included in all sub-contracts.

One tracing map showing the location of the highway and a copy hereof will be forwarded to the Office of the Director of this Bureau for appropriate notation of the records in Washington, D.C. Four copies hereof are being forwarded to the Bureau of Public Roads, which agency will advise the applicant of the action taken.

Frances A. Patton /s/
Manager

NOTED
JOHN D. GRAHAM


to Jordan V
U S Govt
SW4 SE4
106°41'
U S
S40° 55 E
100
170
168+85.38 PT
10° R
Δ 20 55
TS 145 86
165+32.11 PC
U S Govt
NE4 SW4
12
165
100
S43° 44 E
155
152+11.12 PO T Bk
152+10.33 PT Ah
EQUATION
10° C L
Δ= 45° 50
Ts= 242 22
147+43.00 PC
U S Govt
Alice C Sk
To Arock


To Jordan Valley
177+83.60 PI =
3880+34.3 ION. Hwy
2181.88' South
& 2030.55 East
of E 1/4 Cor.
Sec 12.
106°04'
US Govt
SW4 SE4
S 40° 55 E
ION HWY
US Govt
65°51'
3873+70.5
201.4
12
13
168+85.38 P.T.
165
100
100
Alice C Smith
US Govt
To Rome

T.31 S

I hereby certify
United States ar

Jan. 5, 1955

CE

I. hereby
following d
as of this d
unappropria
SW 1/4 SE 1/4
T 31 S. R 42

Signed at
this.......... c

OREGON

Acquire

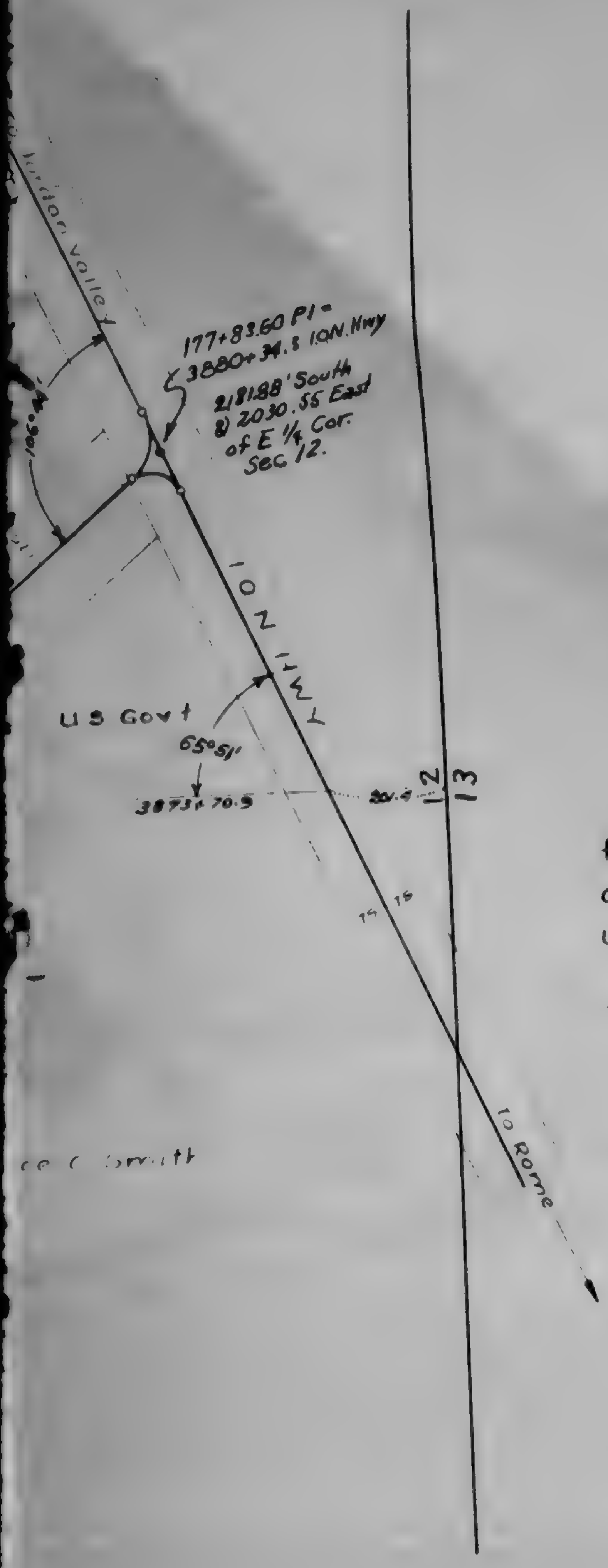
For

Highway

County

Scale 1

T.31 S. R.42 E. W.M.


Jordan Valley
177+83.60 P.I.=
3880+34.8 1.O.N. Hwy
2181.88' South
& 2030.55 East
of E 1/4 Cor.
Sec 12.
106°4
1 O N HWY
U S Govt
65°51'
3873+70.5
201.4
12
13
10 Rome
ce C Smith

Serial No. 03955
Land Office
Portland 18, Oregon

I hereby certify that unpatented lands of the United States are affected by this application.

Frances A. Patton /s/
Manager

Jan. 5, 1955

CERTIFICATE

I hereby certify that the following described lands are as of this date, unreserved and unappropriated Federal Lands SW 1/4 SE 1/4 and NE 1/4 SW 1/4 Sec 12, T 31 S. R 42 E., W M

Signed at Portland, Oregon
this .... day of 1955

....
Manager

OREGON STATE HIGHWAY DEPARTMENT	
Acquire from	U S Govt
For	Right of Way
Highway	Arock County Road
County	Malheur
Scale 1" = 300'	**Date** Dec. 1954

78 29 18

NOTED
V. R JONES

FORM E30—12½M—8-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 1, 1957

SUBJECT: Files 23919, 22624 & 22010
Decisions for right of way--county roads

To: Mr. Clarence G. Swenson
City & County Relations Engr.
OFFICE

Attention: John F. Hagemann

RECEIVED
MAR 1 - 1957

In accordance with our recent conversation in regard to the Bureau of Land Management's decisions on right of way for county roads, we are enclosing the following:

File 23919, Oregon 04687, decision dated February 24, 1956, on the Hell's Gate Bridge-Brockman Gulch Section of the Merlin-Galice County Road in Josephine County.

File 22624, Oregon 03955, decision dated April 14, 1955, on the I.O.N. Highway-Arock Section of the Arock County Road in Malheur County.

File 22010, Oregon 03347, decision dated July 1, 1954, on the East Unit of the Van-Drewsey Highway in Harney County. Please note that our request for lands in Section 16 was refused, because these are State school lands. A permit was given on the remainder of the lands requested.

On File 23919, we sent your office copies of this decision on February 29, 1956. If the attached copies are not needed, you may destroy them. We are attaching two copies of each decision and two prints of each map so that you may forward one set to the appropriate county and retain one set for your files.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

WO:ls
Enc. 2 copies each of 3 decisions
2 copies each of 3 maps

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Form A-190—10M—9-55

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 4389
S-179(1)

Invoice No. 46102

Date July 10, 1956

Malheur County
Vale, Oregon

RECEIVED
JUL 11 1956

Your Req. No.

Billing Request No. CC-249

Attn: County Court

Credit distribution: 523-1056-297

Final billing county's share total cost of [illegible] Section, FAS 539, covered by agreement dated March 2, 1955.

Original Advance Deposit	13,900.00	
Less: Amount previously transferred	11,400.00	
Balance Advance Deposit		2,500.00
County share total cost as per attached statement	14,195.12	
Less: Amount previously transferred	11,400.00	2,795.12
Balance due		$ 295.12

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 58944

Cash Received with Request: $

By GRW.

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

July 9, 1956

Malheur County Court
Courthouse
Vale, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HASELMANN

NOTED
[illegible]

Gentlemen:

Final costs are now available for the Arock section of FAS 589 and it has been determined that the agreed county share of these costs is $14,195.12. As the County initially deposited $13,900 towards this project a balance of $295.12 is due the State. A billing form for this amount from our accounting division will be forwarded in the next few days. Please make payment upon receipt of this billing form.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Malheur

Contract No. 43[illegible]

FAS 5[illegible]

Date [illegible]

Section Arock. Completed [illegible]

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	All	$ [illegible]	[illegible]	$ 200.00
2. Removal of bridges	All	150.00	[illegible]	[illegible]
3. Drain. excav., unclassified	c.y.	2.00	241	482.00
4. General excav.,	c.y.	.25	33,238	8,3[illegible]
5. Short overhaul	yd. sta.	.02	3[illegible],43[illegible].37	6[illegible]8.6[illegible]
6. Long "	yd. sta.	.[illegible]5	[illegible]	433.4[illegible]
7. Finish roadbed & slopes	mile	[illegible].00	[illegible].32	[illegible]
8. 12" corrugated metal pipe	l.f.	2.4[illegible]	158	37[illegible]
9. 18" " " "	l.f.	3.3[illegible]	414	[illegible],3[illegible]
10. 30" " " "	l.f.	[illegible]	[illegible]	[illegible]
11. 12" concrete pipe	l.f.	2.29	37	123.2[illegible]
12. 18" " "	l.f.	3.5[illegible]	33	115.6[illegible]
13. Selected roadbed topping	c.y.	.[illegible]	13,[illegible]	3,44[illegible]
14. Hauling	yd. mi.	.18	1[illegible],377	3,1[illegible].12
15. 3/4"-0 in leveling course and shoulders	c.y.	3.[illegible]	3,1[illegible]	[illegible],593.[illegible]
16. Sprinkling	M gal.	2.5[illegible]	1,2[illegible]	3,148.75
17. Preparation of base	mile	[illegible].00	3.32	33[illegible]
18. 3/4"-0 mat'l in binder course	c.y.	3.50	3[illegible]	[illegible],38[illegible].5[illegible]
19. Furnish & place aggregates	c.y.	4.[illegible]0	1,72[illegible]	6,[illegible]
20. " " " MC asphalt	Ton	[illegible].46	[illegible].03	2,808.54
21. " " " [illegible] asph.	Ton	13.[illegible]	12[illegible]	[illegible]
22. " " " HS asphalt	Ton	52.[illegible]	3[illegible].71	[illegible]
23. Structural excavation	c.y.	2.00	42.[illegible]	85.[illegible]4
25. Class "A" concrete	c.y.	7[illegible].00	[illegible]2	[illegible],2[illegible]7.4[illegible]
26. Metal reinforcement	lb.	.17	7,[illegible]	[illegible]
PA#1. Purchase metal [illegible] & pipe	All	42.12	[illegible]	4[illegible].4[illegible]
PA#2. Cement adj. favor of contractor	bbl.	6.[illegible]	.249	[illegible].47
PA#3. Purchase excess crushed rock				
3/4"-1/2" cr. rock in stockpile	c.y.	2.50	1[illegible]4.6	436.5[illegible]
1/2"-1/4" " " " "	c.y.	2.50	172.3	43[illegible].75
1/4"-3/4" screen rejects	c.y.	.25	2[illegible]2.2	23.[illegible]

Subtotal.................................. $61,457.77

Transfer rock purchased under PA#3... cr. [illegible]7[illegible].3[illegible]

Construction engineering.................. [illegible]

TOTAL CONSTRUCTION COSTS................. $[illegible]9,6[illegible].23

FEDERAL FUNDS COLLECTED FOR PROJECT.. $41,2[illegible]

AGREED COUNTY SHARE TOTAL COSTS

(50% of difference between total costs and Federal funds)

($69,600.23 - $41,210) X 1/2 = $14,195.12

County Share Total Cost = $14,195.12

County Advance Deposit = [illegible]3,[illegible]

BALANCE DUE STATE FROM COUNTY $ [illegible].12

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 5, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4389	5-Final	C. E. Lessberg

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
6327	B-147164	$ 3,165.06	4/5/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: to Oct. 25, 1955

Completion Date: Oct. 25, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-6-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By
Assistant Secretary

Warrant Mailed:

6 1956

NOTED ON CARD

ECEIVED
MAR 28 1956
FOR FILING

5-179 (1)
4389

March 27, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4389 for work performed on the Arock-Highway Junction Section of the Arock County Road in Malheur County was completed by the contractor, C. E. Leseberg, on October 25, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $3,165.06 will be released to the contractor on or after April 6, 1956. The total contract amount is $61,457.77 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

FORM 2-125 50M REVISED 2-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
JONES

MANN

February 28, 1956

Mr. Frank Larrusea
Arock, Oregon

Dear Sir:

Receipt is acknowledged of your letter of February 21st, requesting payment for 13,664 yards of material removed from your place in connection with the Arock-Highway Junction, Contract No. 4389.

In accordance with our agreement with Malheur County, it was the county's obligation to arrange for and furnish all necessary rights of way, including gravel and borrow pits. You should, therefore, place your request for payment in the hands of Malheur County.

Very truly yours,

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ef

cc to: Malheur County Court, Vale, Oregon
A. F. Parson
J. W. Cattrall

RECEIVED
FEB 28 1956
ENGINEER
CO[illegible] [illegible]IONS

[illegible] Ore
[illegible]

Ore State Highway Dept
Salem Ore

Dear Sir

On Nov 23rd I received a letter from the La Grande office telling me [illegible] how many cubic yards of material was removed from my place for the [illegible] highway [illegible] which was 13,667 Contract No [illegible] I haven't heard from them any more. And I'd like to see if you could get the straightened out for me so I'll be able to get payed for it as much as they pay other places for gravel.

Yours Truly

Frank [illegible]

6

FORM E-128 50M REVISED 2-56

RECEIVED
FEB 8 1956
FOR FILING

5-179 (1)

4389

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 7, 1956

Mr. C. E. Leseberg
201 Reece Ave.
Nyssa, Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from September 15 to October 25, 1955 within which to complete your contract No. 4389, covering the Arock-Highway Junction Section of the Arock County Road in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

L. C. Johnson,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JAN 10 1956
FOR FILING

4389

January 9, 1956

Request for extension of time
No. 9
January 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from C. E. Lonsberg for an extension of time on the Arock-Highway Junction Section of Arock Road, Contract No. 4389, from September 15, 1955 to October 25, 1955.

The delay of the completion of this project was due to the addition of some culverts which were found necessary after the contract was awarded. The overrun did not increase the expense to the State nor was any inconvenience suffered. I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

FC lg

ECEIVED
NOV 23 1955
OR FILING

-177 (1)
4389

November 23, 1955

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

It is the intention of the State Highway Commission to release to C. E. Leseberg a portion of the funds heretofore retained by the Commission on contract No. 4389, covering the Arock-Highway Junction Section of the Arock County Road in Malheur County.

This payment, in the amount of $36,785.21, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,802.87. The present payment will be released on or after December 3, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

NOTED
V. R. JONES

November 17, 1955

NOTED
Harold C. Ayers

Malheur County Court
Courthouse
Vale, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4389, Arock-Highway Junction section of FAS 58, in Malheur County, was completed on October 25, 1955.

Under the terms of the maintenance agreement signed by the Court February 17, 1955 and by the Highway Commission on March 2, 1955, the County assumed maintenance of and continues jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
NOV 15 1955
FOR FILING

S-179(1)
4389

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 25, 1955, on Contract No. 4389, Arock-Highway Junction Section, in Malheur County, in connection with Federal Aid Project No. S-179(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

BBP:ia

cc: John Cattrall

11 8 55

11 [illegible] 1955

FAS [illegible] County [illegible] Contract No. 4[illegible]

Section [illegible]

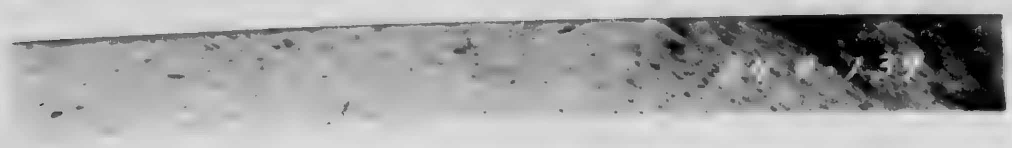
[redacted]

Location

54-C-138 } [illegible] 54-C-[illegible] Looking [illegible] N.

55-C-279 } Looking N. 55-C-278 Looking [illegible]

54-C-138

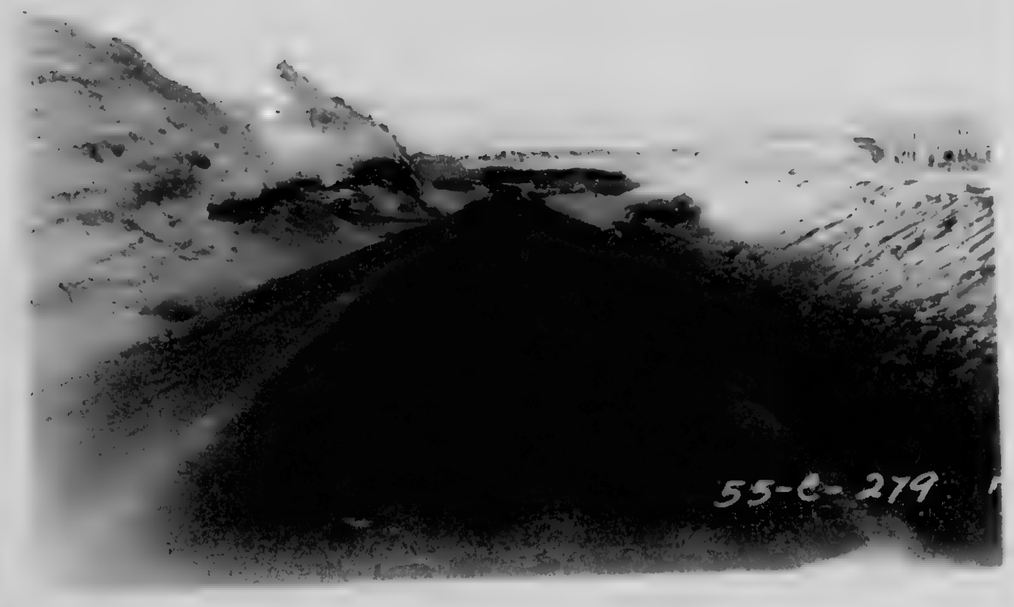


54-C-139

55-C-279

55-C-278

54-C-138


55-C-279

1954 + 1955

11-8-55

FAS [illegible] **County** [illegible] **Contract No.** 4 299

Section [illegible]

[redacted]

Location

54-C-137 [illegible] 54 C 137 [illegible] N.E. [illegible]

55-C-278 [illegible] 54 C [illegible]

11-8-55

1954 + 1955

FAS 589 **County** Malheur **Contract No.** 4389

Section Acock - Highway Jct.

~~[illegible]~~

Location

54-C-138 } 0.34 mi from N End
55-C-278 } looking N.

54 C-139 } 1.10 mi from N. End
54-C-279 } looking N.

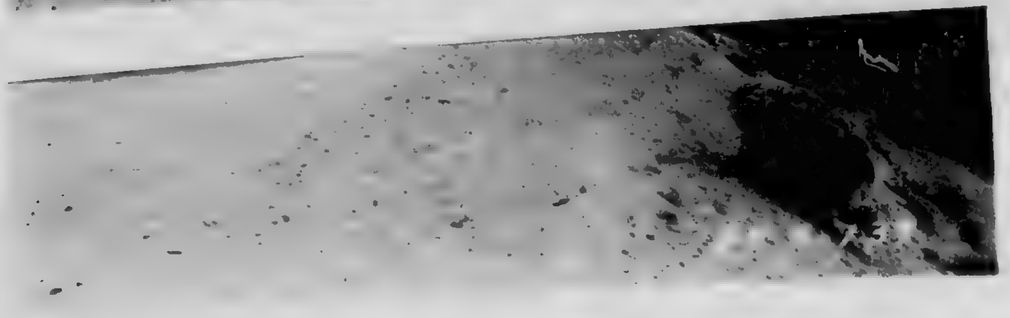
[illegible] 55

FAS [illegible] County [illegible] Contract No. [illegible]

Section [illegible]

[redacted]

Location [illegible]



Form E-1-1086

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 17, 1955

Section Arock-Highway Junction

Kind of work Grading & Oil Mat Surfacing

Highway Arock County Roads

Section prefix 523-1056

Contractor C. E. Leseberg

Contract number 4389

Date of contract March 14, 1955

Date of completion Sept. 15, 1955

Date work started June 21, 1955

Estimated date of completion Sept. 24, 1955

Project authorization $69,716.25

Exclusive of Engineering $64,758.65

Per cent of time elapsed 186 / 184 100 %

Estimated cost of completed project, exclusive of engineering $60,518.00

Per cent of contract completed, based on total contract price 95 %

Engineering authorization $4,957.60

Engineering cost to date $5500, 110 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work completed except final seal and putting ¾-0 material on shoulders.

NOTED
H. G. SMITH

NOTED
W. T. WRIGHT

CORRECT COPY

NOTED
L. H. Young

RECEIVED
SEP 2 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Ontario, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
iles in project	3.32	3.32		3.32	
iles partially completed				3.32	
iles completed	3.32	3.3		0	
tal estimated quantities	35,000	17,000		2130 yds 230 ton	
imated quantities moved or placed to date	33,238	15,045		190 ton	
rage daily quantities				45 ton	
rage daily quantities necessary to complete oject on time					
ber shifts per day				1	
rs per shift				10	
rage force on project for week				12	

entages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
and teams							
and trucks under 3 tons							
nd trucks over 3 tons							
d tractors							

ment used during week: Shovels 1, Power graders 2, Rollers 1, Mixers ...., Crushing or screening plants ....
mpressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 5, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
y	Clear		
y	"		
y	"		
day	"		
ay	Cloudy		
	"		
y	"		

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

42

State Oregon
County Malheur
Project No. S-179(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 20th day of June, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 28th day of December, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 3.316 miles of grading, draining, and 2-lane intermediate type pavement
(Character of work)

between a county road junction at Arock and FAS 513,
(Control points)

consisting of 3.316 miles of roadway and no bridges.xxxxxxxxxxxxxxxxxxxxxxxxxx xxxxx.
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of forty-two thousand and 00/100 dollars ($42,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is sixty-eight thousand, one hundred twelve and 00/100 dollars ($68,112.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)
By Ben R Chandler
Chairman, State Highway Commission
(Title)
By Chas H Reynolds
Member, State Highway Commission
(Title)
By W K McLain
Member, State Highway Commission
(Title)

[illegible]
R H Baldock
STATE HIGHWAY ENGINEER

Attest H B Glaisyer
SECRETARY

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—32551

RECEIVED
JUN 16 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-179 (1)

ARŌCK-I.O.N. HIGHWAY JUNCTION SECTION OF THE AROCK ROAD IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, 1955

Type Code 5231
Roadway (Sta. 0+00 to Sta. 117+95)(Contract No. 4389)

All Required	Clearing and Grubbing	$	$ 200.00
All Required	Removal of Bridges		150.00
200 cu. yds.	Drainage Excavation, Unclassified	2.00	400.00
35,000 cu. yds.	General Excavation, Unclassified	0.25	8,750.00
26,000 yd. sta.	Short Overhaul	0.02	520.00
40 C-yd.sta.	Long Overhaul	0.50	20.00
3.32 miles	Finishing Roadbed and Slopes	500.00	1,660.00
160 lin. ft.	12-Inch Corrugated Metal Pipe	2.40	384.00
450 lin. ft.	18-Inch Corrugated Metal Pipe	3.35	1,507.50
150 lin. ft.	36-Inch Corrugated Metal Pipe	11.00	1,650.00
30 lin. ft.	12-Inch Concrete Pipe	2.25	67.50
10 lin. ft.	18-Inch Concrete Pipe	3.50	35.00
17,000 cu. yds.	Selected Roadbed Topping	0.40	6,800.00
30,000 yd. mi.	Hauling Roadbed Topping	0.16	4,800.00
3,500 cu. yds.	3/4" - 0 Material in Leveling Course and Shoulders	3.00	10,500.00
400 M-gal.	Sprinkling	2.50	1,000.00
3.32 mile	Preparation of Base	100.00	332.00
380 cu. yds.	3/4" - 0 Material in Binder	3.50	1,330.00
1,800 cu. yds.	Furnishing and Placing Aggregates	4.00	7,200.00
60 tons	Furnishing and Placing MC-2 Asphalt	51.40	3,084.00
130 tons	Furnishing and Placing 150-200 Asphalt	53.00	6,890.00
40 tons	Furnishing and Placing RS-1 Asphalt	52.00	2,080.00
20 cu. yds.	Structural Excavation	2.00	40.00
10 cu. yds.	Excavation Below Elevation Shown	4.00	40.00
26 cu. yds.	Class "A" Concrete	70.00	1,820.00
4,400 lbs.	Metal Reinforcement	0.15	660.00
	Subtotal		$61,920.00
	10% Engr. & Cont.		6,192.00
	Total		$68,112.00

Length of Roadway	3.316 Miles
Length of 1 Bridge	0.024 Mile (Exception)
Total Length	3.340 Miles
Cost of Roadway Per Mile	$20,540.41

Federal Funds	$42,000.00
State Funds	13,056.00
County Funds	13,056.00
	$68,112.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Malheur County with the State Highway Department.

NOTED
J. W. CATTRALL

April 22, 1955

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
Harold C. Ayers

Dear Mr. Polk:

Attached are three copies each of a maintenance agreement and encroachment resolution covering Oregon Project No. S-179(1), the Arock-Highway Junction section of FAS 589 in Malheur County.

We also have on file executed copies of an agreement covering Malheur County's participation in the total estimated cost of the project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Att.

NOTED
J. F. HAGEMANN

RECEIVED
APR 12 1955
FOR FILING

S-179 (1)
4389

April 12, 1955

Mr. C. E. Leseberg
201 Reece Ave.
Nyssa, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4389, which was awarded to you on March 14, 1955 by the State Highway Commission, for grading and oil mat surfacing on the Arock-Highway Junction Section of the Arock Road in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-180 10M 2-54

INVOICE

Oregon State Highway Department

Salem, Oregon

Malheur County
Vale, Oregon

Attn: County Court

Invoice No. 38310
Date March 16, 1955
Your Req. No.
Billing Request No. CC 142
Credit distribution: 523-1056-89

Advance Deposit	13,900.00
Arock-Highway Junction, Malheur County FAS project, covered by agreement dated March 2, 1955.	
Partial transfer county's share totla cost.	11,400.00
To be retained	$ 2,500.00

RECEIVED
MAR 17 1955
ENGINEER
COUNTY RELATIONS

...LEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________
By ______________________________________

By J. F. ...

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

March 15, 1955

Malheur County Court
Court House
Vale, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of an advance deposit of $13,900 in connection with the Arock-Highway Junction section of FAS 589. Contract No. 4389 was awarded to C. E. Leseberg for this project and a copy of the contract will be forwarded as soon as available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Salem, Oregon
March 14, 1955

NOTED
[illegible]

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

We have received this date Malheur County's advance deposit of $13,900 in connection with the Arock-Highway Junction section of FAS 589. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

NOTED
J. F. HAGEMANN

Contract No. 4389

March 4, 1955

Malheur County Court
Court House
Vale, Oregon

NOTED
Harold C. Ayers

NOTED
W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On March 2nd the Highway Commission received a satisfactory bid from C. E. Leseberg of Nyssa for construction of the Arock-Highway Junction section of FAS 589. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to award of a contract. The amount of this deposit is as follows:

Bid Items	$61,920.00
Additional Items	
Headgate	50.00
12-1/2% Engineering and Contingencies	7,746.25
Estimated Total Cost	$69,716.25
Advance Deposit of 20% = $13,943.....or, say.......	$13,900.00

Please make this deposit by means of a warrant or check in the amount of $13,900 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be awarded.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

R

7

RECEIVED
MAR 25 1955
FOR FILING

5-179(1)
4389

March 14, 1955

G. E. Leesberg
221 Reese Avenue
Nyssa, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your proposal for 3.32 miles of grading and oiling, also reconstructing one bridge on the Arock-Highway Junction Section of the Arock County Road in Malheur County for the sum of $61,920.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4389.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
Oregon State Highway Commission

fp
cc Mr. R. G. Savage (SIAC)
Mr. E. G. Smith
Mr. S. H. Probert
Mr. F. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
March 14, 1955
10:01 a.m.

C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Contract for grading, oiling and construction of bridge on Arock-Highway Junction Section of Arock County Road, Malheur County, for which you submitted low bid on March 2, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

RECEIVED
MAR 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1955
FOR FILING

5-179 (1)
4387

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date Malheur County's advance deposit of $13,900 in connection with the Arock-Highway Junction section of FAS 589. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
MAR 14 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 11 1955
FOR FILING

S-179 (1)
4389
(FAS 589
-179 (1)

March 10, 1955

County Court of Malheur County
Court House
Vale, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Malheur County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Malheur County covering the Arock Highway Junction Section of the Arock Road, FAS 589.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
MAR 11 1955
FOR FILING

5-179 (1)
4389

Salem, Oregon
March 10, 1955

Maint, 212
Finance - 70

5-179(1)

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Malheur County covering the Arock Highway Junction Section of the Arock Road, FAS 589.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Malheur County.

Secretary

rn
Attach: 5

FORM E-90 20M 9-51 22318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1955

SUBJECT:

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

To: Mr. W. C. Williams
OFFICE

Attached are three copies of a finance agreement covering the Arock-Highway Junction Section of the Arock Road, FAS 589, in Malheur County. Two copies of the agreement have been executed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

1 copy

to file [illegible]
2 copies of Finance
Agreement [illegible]

AUTHORIZED BY HIGHWAY COMM
[illegible] 8-9-54 Minutes Page 42
Secretary

RECEIVED
FEB 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

R

CEIVED
R 4 1955
R FILING

S-179 (1)
4389

-179(1)

March 4, 1955

Mr. C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

Dear Sir:

The State Highway Commission on March 2, 1955 accepted your bid in the amount of $61,920 for grading and oiling, and reconstruction of one bridge on the Arock-Highway Junction Section of the Arock County Road about 27 miles west of Jordan Valley in Malheur County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

NOTED
Harold C. Ayers

February 23, 1955

Malheur County Court
Court House
Vale, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of two copies of a finance agreement, six copies of a maintennace agreement, and six copies of an encroachment resolution covering the Arock-Highway Junction Section of the Arock Road, FAS 589, in Malheur County.

The original copy of the encroachment resolution is enclosed for the County's records. Also enclosed is a set of plans and specifications for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

NOTED
Harold C. Ayers

February 23, 1955

Malheur County Court
Court House
Vale, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of two copies of a finance agreement, six copies of a maintenance agreement, and six copies of an encroachment resolution covering the Arock-Highway Junction Section of the Arock Road, FAS 589, in Malheur County.

The original copy of the encroachment resolution is enclosed for the County's records. Also enclosed is a set of plans and specifications for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

COUNTY COURT
Of Malheur County, Oregon
VALE, OREGON

NOTED
J. W. CATTRALL

Feb 18, 1955

Oregon State High Way Department,
Salem, Oregon

Dear Sirs:-

I am mailing the papers in as I have them.

I have contacted all parties, and it is some job to go out in that country and find all at home.

Alice C. Smith has sold this piece of land to Mr. H. B. Brown and she is in Nevada teaching School, They have not got all the papers filled out yet. But there is no doubt that Mr. Brown will [redacted] own the land by the time we get there.

I do hope you can get by this time with what I can furnish at this time.
And I wan't to thank you for all past favors.

Yours very truly,

G. J. Chester

RECEIVED
FEB 21 1955
COMMISSION

NOTED
CATTRALL

COUNTY COURT
Of Malheur County, Oregon
VALE, OREGON

NOT
Harold C

STATE OF OREGON

COUNTY OF MALHEUR

This will certify that all necessary and required rights of way for the Arock highway project, including gravel pits, have been obtained from the affected parties and that these options or deeds are in the possession of the County Court of Malheur County.

Signed and dated at the Malheur County Court House, Vale, Oregon this seventeenth day of February, 1955.

G. Y. Chester
County Judge

A. P.
County Commissioner

L. E. Hammack
County Commissioner

February 14, 1955

Honorable G. Y. Chester
Malheur County Judge
Vale, Oregon

NOTED
Harold C. A

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

Enclosed are two copies of a finance agreement, six copies of a maintenance agreement, and six copies of an encroachment resolution covering the Arock-Highway Junction Section of FAS 589. Also enclosed is a set of plans and specifications for your information and records.

The estimated total cost for this project is $74,000. Please treat this estimate as confidential until bids have been received on March 2nd.

If satisfactory, have the Court sign all documents and return all copies of each agreement and five copies of the resolution to this office prior to February 25th. A letter certifying that all required right of way has been obtained by either option or deed should accompany the signed documents.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

A. P. Goodell, Commissioner
Rt. 1, Nyssa, Oregon

G. A. Masterson, Commissioner
Westfall, Oregon

COUNTY COURT
Of Malheur County, Oregon
XXXXXXXXXXXXXXXXXXX
VALE, OREGON

Jan 27, 1955

RECEIVED
JAN [illegible]
LEGAL DEPT.

NOTED
Harold C. Ayers

7[illegible]589

Oregon State Highway Department
Salem. Oregon

Dear Sirs:-

We were in Arock, Oregon yesterday but did not have mutch lick in getting the Real Estate Options completed.

Now these people will all sign, And they have most of the money raised.
But some of them are nor at home, And none of them knows the name of Title Insurance Co. or Policy No,
And they have these papers all the way from Winnemucca, Nev to Portland Oregon.
Now is there any way that the County could give the State a Easement or Option. Or any thing that would be satisfactory to the State High Department untill we can get the Deeds Signed up?
And also if we get these Options signed, then will we have to go through the same deal with the Deeds?

This takes a lot of running in a County as large as this one.

Please let me hear from you, and I will do all I can at once.

Yours very truly,
G. Y. Chester
County Judge

G. Y. Chester

NOTED
J. W. CATTRALL

Judge Chester contacted by phone

NOTED
E. F. Chidsey

1-31-55 JWC

RECEIVED
JAN 31 1955
ENGINEER
C[illegible]TIONS

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Salem, Oregon
January 12, 1955

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

In response to a verbal request from Mr. Reynolds at the last Commission meeting I contacted the Malheur County Court on January 6th regarding their inquiry in connection with the Vale to Nyssa County Road as a possible state secondary highway.

The entire Court was present and we discussed their overall Federal-aid program on county roads. After this discussion the Court decided to make the Vale to Nyssa project their next county FAS project and will not request that it be placed on the state secondary system.

In regard to Judge Chester's request that the Juntura to Beulah County Road be put on the FAS System, the Court decided that they would not ask that this be done at this time.

I also discussed with the Court the proposed Arock FAS project. The Court approved the O-11 oil mat 18' wide with 1' shoulders using 10" of pit run and 2" of crushed rock at an estimated cost of $75,000. The right of way descriptions were turned over to the Court and they will secure the right of way for the February letting.

John W. Cattrall
Engineer, County and City Relations

JWC:mm

NOTED
J. [illegible] HALLMANN

RECEIVED
FOR FILING

S - 179 (1)
4389

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W C WILLIAMS

Attached is a suggested letter with attachments to the B.P.R. requesting revision of FAS 589 (Arock Road) in Malheur County.

This revision is to correct the general highway map so as to agree with the survey data presently available.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm
Att.

RECEIVED
JAN 11 1955

RECEIVED
FEB 7 1955
FOR FILING

X

OREGON DISTRICT
S-179 (1)
4389

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

January 4, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Oregon Project FAS 179
Arock-I.O.N. Highway, County
Road, Malheur County

Dear Sir:

The sketch map, subject project, dated January 1954, is approved today subject to the following conditions:

> That the approaches to the narrow bridge to be retained within the limits of this project will be protected in accordance with the provisions of Policy and Procedure Memorandum 40-2.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED

FORM 230—50M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem Office
December 27, 1954

SUBJECT: County Options
I. O. N. Highway - Arock Section
Arock County Road

To:
Mr. John W. Cattrall
County and City Relations Engineer
OFFICE

NOTED
J. F. HAG[illegible]N

NOTED
J. W. CATTRALL

Dear Mr. Cattrall:

You will find attached 7 option forms in quadruplicate covering right of way to be acquired in connection with the I. O. N.-Arock Section of the Arock County Road in Malheur County, together with copies of statements of information. This contract is scheduled to be let in February 1955.

Attached are also three prints of Map No. 7B-29-18 covering this right of way and bearing our date of 12-27-54.

Please note that File No. 22624 covers public lands and will be handled through this office.

File No.	Name		Area
22618	Jordan Valley Irrigation District	Parcel 1	0.43 acre
		Parcel 2	0.01 acre
		Parcel 3	0.01 acre
22619	Frank Larrusea	Parcel 1	4.08 acres
		Parcel 2	0.01 acre
22620	Jordan Valley Farms		1.43 acres
22621	George A. Perkel		0.95 acre
22622	Orville G. Fretwell		0.02 acre
22623	C. G. and Elsie Laura Elwood		1.82 acres
22625	Alice C. Smith		0.06 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: 7 option forms &
3 prints of map

To Co. 1/6/55
9-4

NOTE

Salem, Oregon
November 29, 1954

NOTED
J. W. CATTRALL

Mr. H. C. Smith
Construction Engineer

NOT
Harold C.

NOTED
J. F. HAGEMANN

The field data for the Arock County Road section of FAS 539 in Malheur County has been examined by this office and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The field estimate is within the funds originally allocated; however, it would be appreciated if you would advise this office of the estimate after the quantities and unit prices have been reviewed.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm
cc: V. G. O'Neil

[illegible] Co

NOTED
V. R. [illegible]

FORM E-30 20M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 5, 1954

SUBJECT: Base Design Charts

RECEIVED
OCT - 6 1954
ENGINEER
CO[illegible] [illegible]ATIONS

To: Mr. A. F. Fergus
Division Engineer
Division V
La Grande, Oregon

Dear Sir:

Reference is made to the I. O. N. Highway - Arock Section of the F. A. S. 589 Highway.

Enclosed you will find 8 base design charts prepared from laboratory tests, numbers 346540, 346541, 346542, 346543, 346544, 346545, 346546, and 346547.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

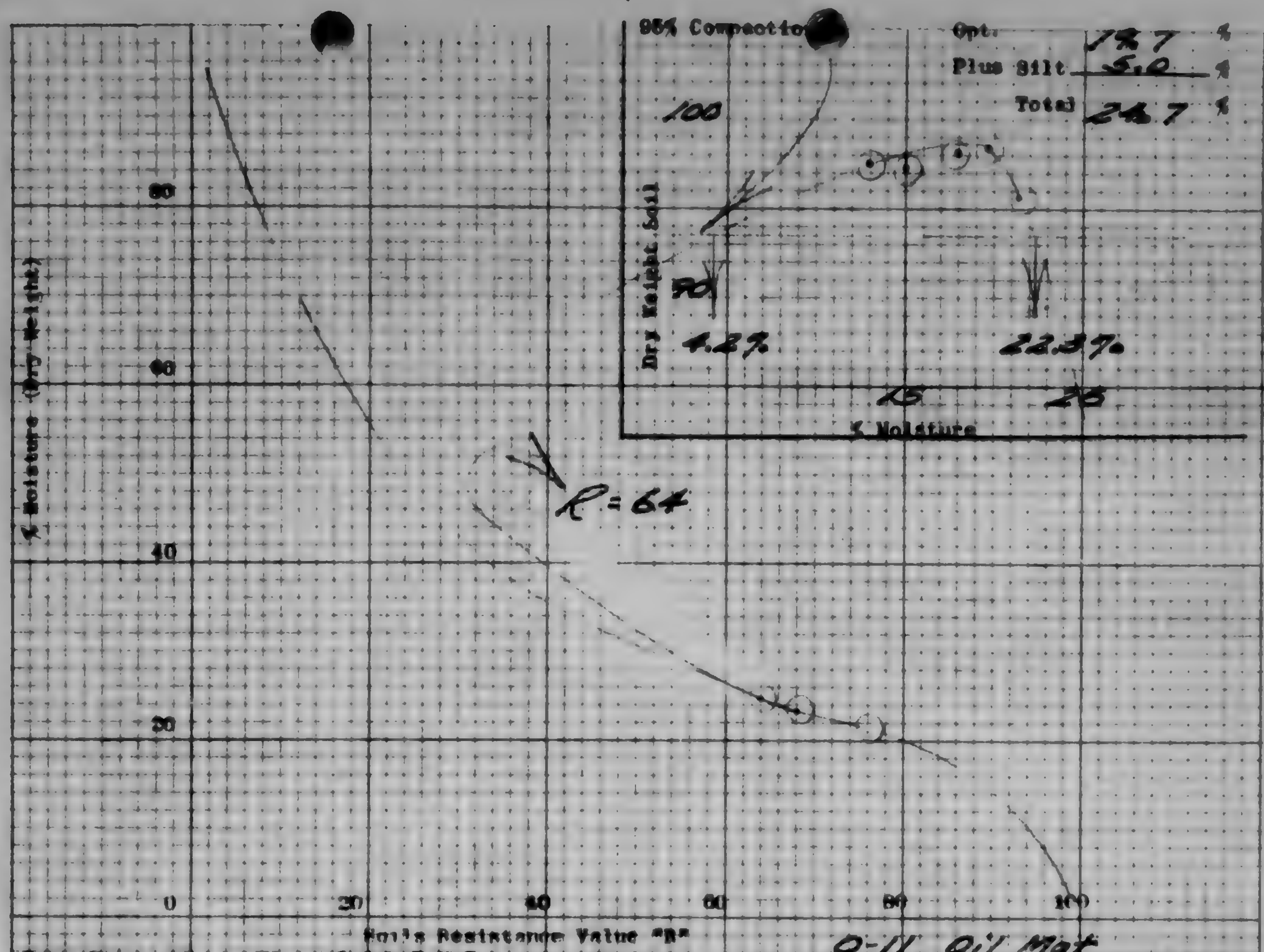
H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

NOTED
J. F. HAGEMANN

RW:of
Encls.
cc
H. G. Smith
J. F. Burch
W. F. Milne
County & City

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
TECHNICAL CHART
CLEARPRINT PAPER CO. NO. T3100. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



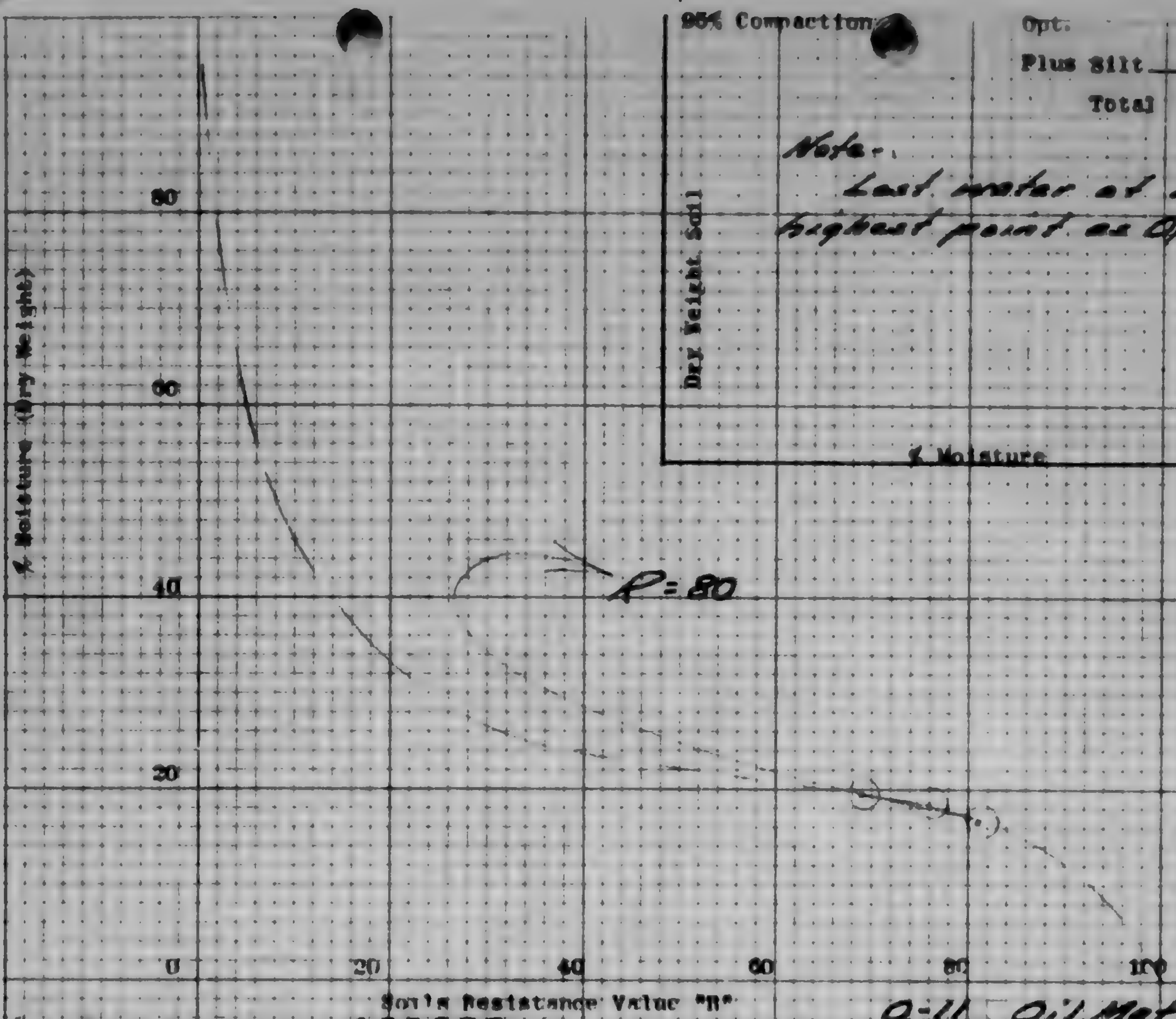
0-11 Oil Mat

Data Sheet No. 132852
Lab. No. 346540
LL 27
PI 0
Pass 200 Screen 57.0%
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 0.0 %
Coarse Sand 12.8 %
Fine Sand 43.7 %
Silt 39.5 %
Clay 4.0 %
Sg 2.58
Natural Moisture %

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear Light Traffic 7.0"
Minus Rock Reduction —"
Minus Wearing Surface —"
Plus 25% Increase 2.0"
Plus Wearing Surface "
Total Base & Wear 9.0"

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section I.O.N. Highway - Arock
Hwy F.A.S. 529
Station 38+50
Depth - 0-2
Hole # 2
To be used Subgrade
Prefix No.
County - Malheur
Date - 10-1-54
Designed by G



95% Compaction

Opt. 16.5 %

Plus Silt 1.0 %

Total 17.5 %

Note-
Last water at Lab. Used highest point as Opt.

Dry Weight Soil

% Moisture

0-11 0.1 Mat

Data Sheet No.	A32852
Lab. No.	346541
LL	22
PI	0
Pass 200 Screen	15.2%
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	0.0 %
Coarse Sand	41.4 %
Fine Sand	43.6 %
Silt	12.0 %
Clay	3.0 %
Sg	2.59
Natural Moisture	%

Base & Wear Light Traffic	7.0 "
Minus Rock Reduction	— "
	"
Minus Wearing Surface	— "
	"
Plus 25% Increase	2.0 "
Plus Wearing Surface	— "
Total Base & Wear	9.0 "

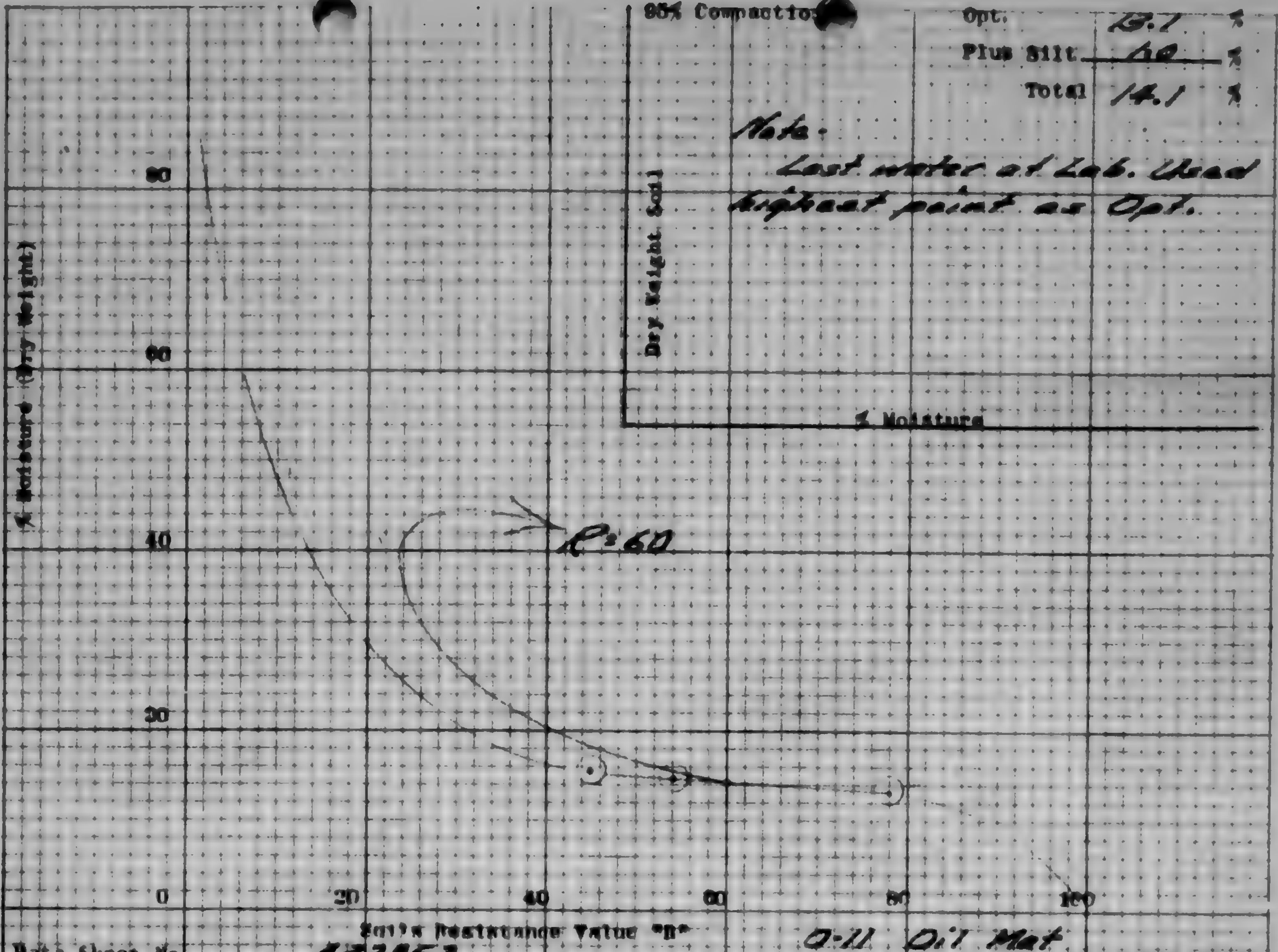
NOTE:
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section I.O.N. Highway - Arock
Hwy F.A.S. 589
Station 38+50
Depth - 2'-4'
Hole # 2
To be used Subgrade
Prefix No.
County Malheur
Date -10-4-54
Designed by A

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
TECHNICHART
CLEARPRINT PAPER CO. NO. T3 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

CLEARPRINT PAPER CO. NO. T3180 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
TECHNI-CHART



95% Compaction Opt. 13.1 %
Plus Silt 1.0 %
Total 14.1 %

Note -
Lost water at Lab. Used highest point as Opt.

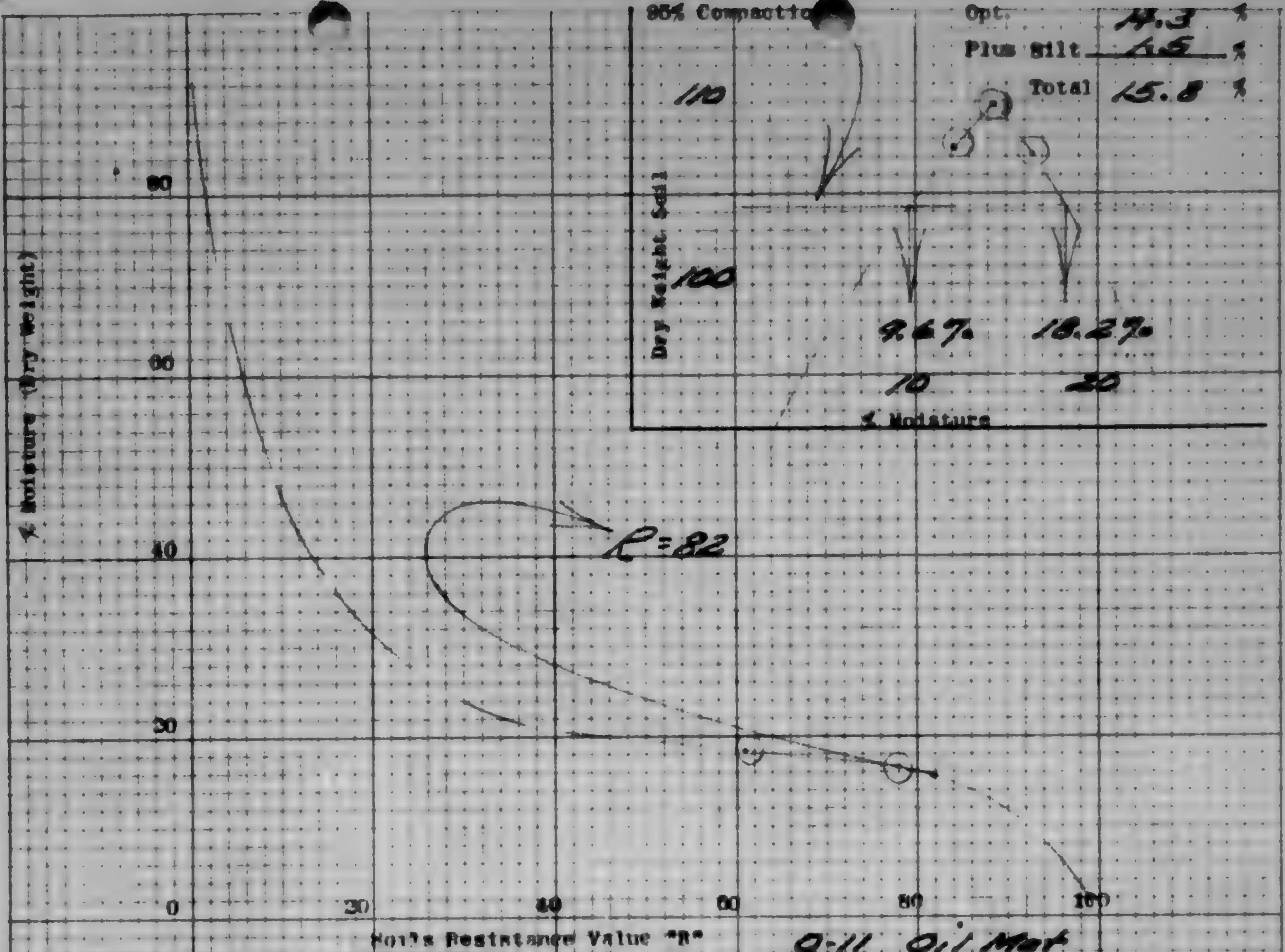
O-11 Oil Mat

Data Sheet No.	A32252
Lab. No.	346542
LL	20
PI	0
Pass 200 Screen	19.7 %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	47.6 %
Course Sand	16.1 %
Fine Sand	19.6 %
Silt	11.5 %
Clay	5.2 %
Sg	2.59
Natural Moisture	%

Base & Wear Light Traffic	7.0 "
Minus Rock Reduction	— "
	"
Minus Wearing Surface	— "
	"
Plus 25% Increase	2.0 "
Plus Wearing Surface	"
Total Base & Wear	9.0 "

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section I.O.N. Highway - Arock
Hwy F.A.S. 589
Station 38+50
Depth - 5'-7'
Hole # 2
To be used - Subgrade
Prefix No.
County Malheur
Date - 10-4-44
Designed by S



0-11 Oil Mat

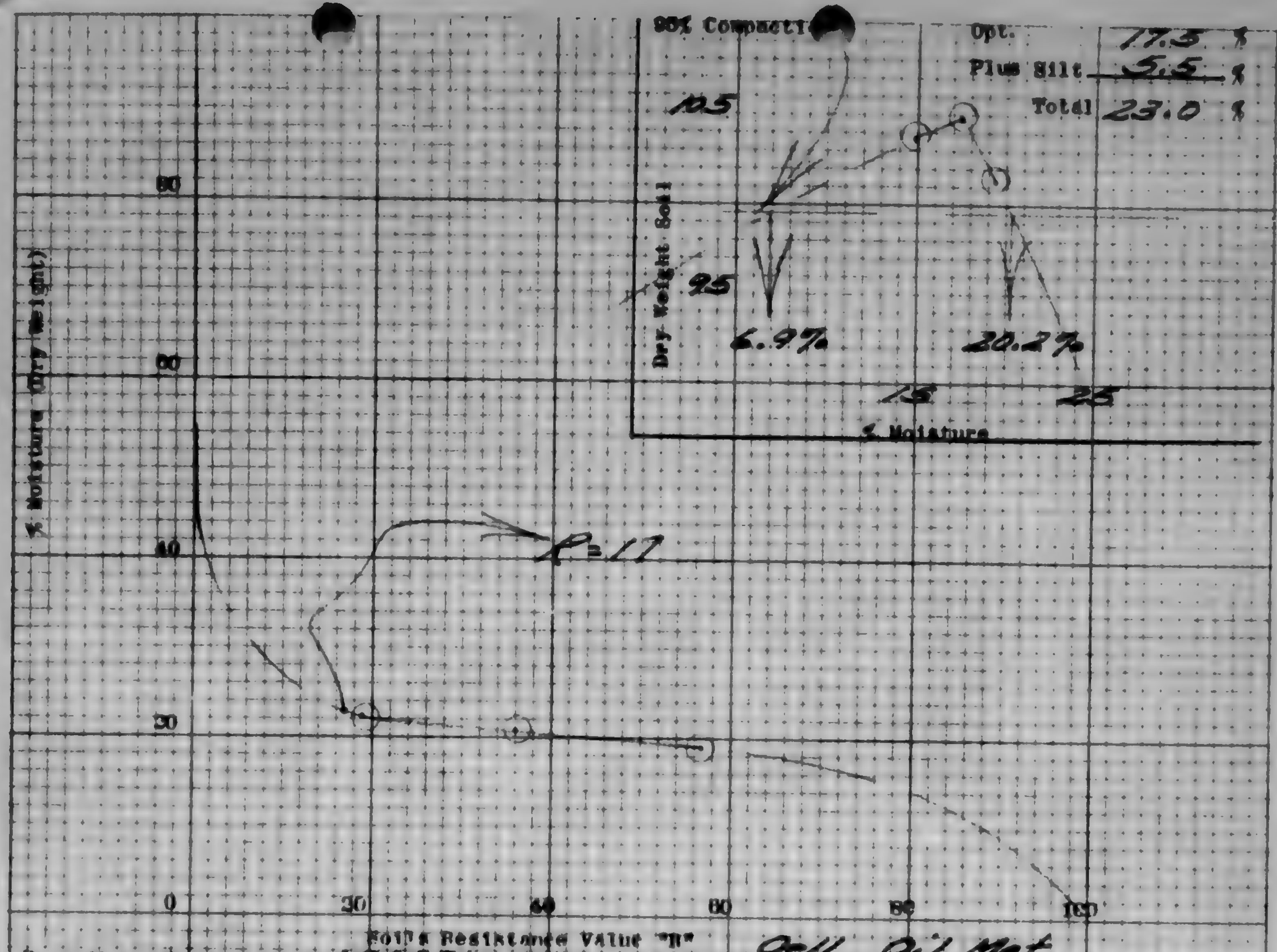
Data Sheet No A32252
Lab. No. 346343
LL 22
PI 0
Pass 200 Screen 34.8
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 5.4%
Coarse Sand 23.0%
Fine Sand 51.3%
Silt 16.0%
Clay 2.8%
Sg 2.58
Natural Moisture %

Base & Wear Light Traffic 7.0"
Minus Rock Reduction —"
Minus Wearing Surface —"
Plus 25% Increase 2.0"
Plus Wearing Surface —"
Total Base & Wear 9.0"

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section I.O.N. Highway - Brock
Hwy F.A.S. 589
Station 38+50
Depth - 7'-9'
Hole # 2
To be used Subgrade
Prefix No.
County Malheur
Date - 10-4-54
Designed by B

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

CLEARPRINT PAPER CO. NO. 1319C 10 DIVISIONS PER INCH WITH WAYS 70 X 100 DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
TECHNICHART



Oil Oil Mat

Data Sheet No. 132851

Lab. No. 346544

LL 22

PI 0

Pass 200 Screen 65.2%

HYDROMETER ANALYSIS

Particles larger than 2.0 mm 14.9%

Coarse Sand 12.8%

Fine Sand 26.2%

Silt 41.0 %

Clay 15.0 %

Sg

Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Year Light Traffic	8.0	"
Minus Rock Reduction	—	"
		"
Minus Wearing Surface	—	"
		"
Plus 25% Increase	2.0	"
Plus Wearing Surface	—	"
Total Base & Wear	10.0	"

ORESON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section I.O.N. Highway - Arock

Hwy F.A.S. 587

Station 10+00, Lt. Ditch

Depth - 1-3'

Hole # 1

To be used Subgrade

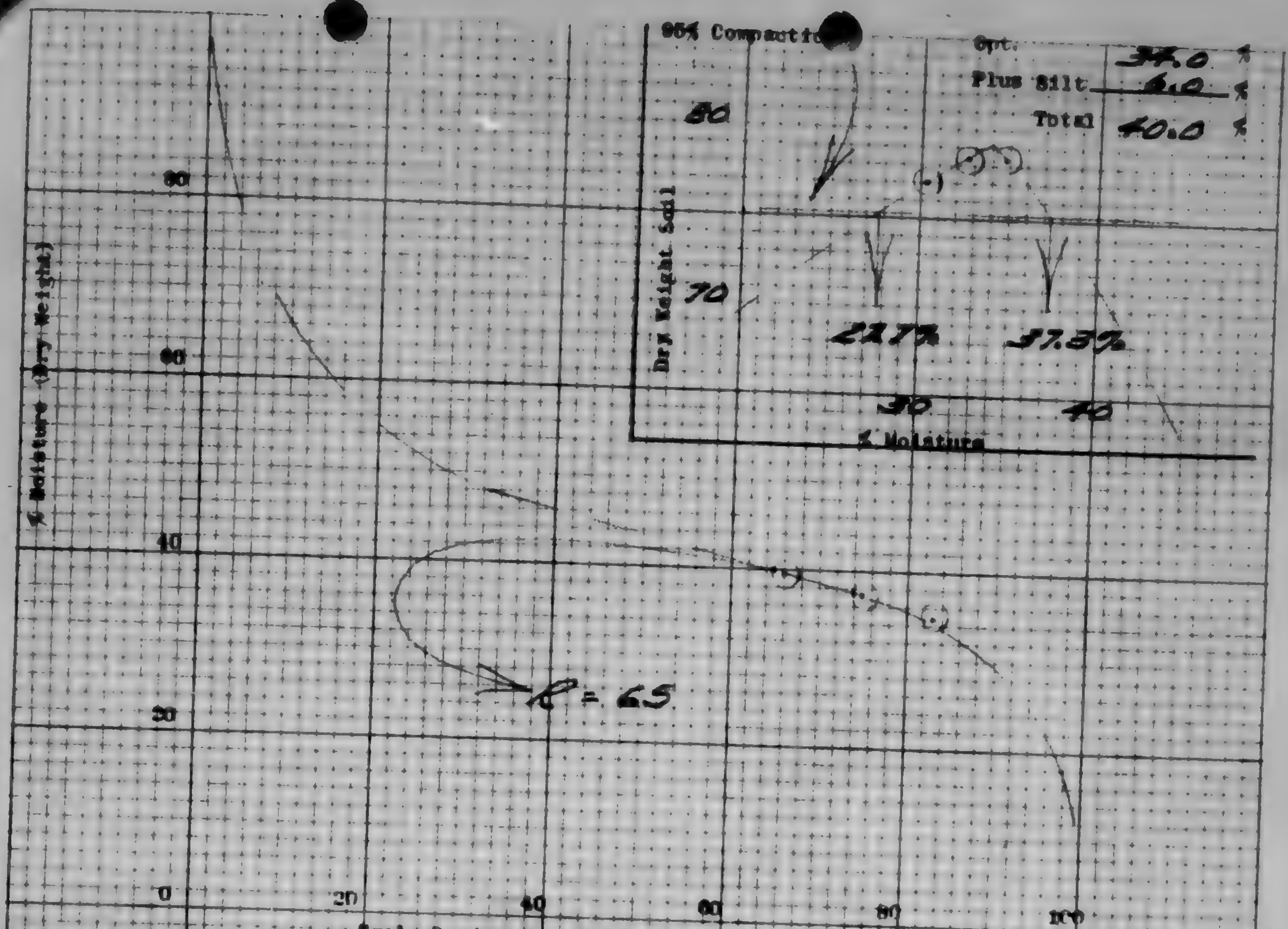
Prefix No.

County - Malheur

Date - 10-4-54

Designed by G

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
TECHNI-CHART



Opt. 34.0 %
Plus Silt 6.0 %
Total 40.0 %

0-11 Oil Mat

Data Sheet No. A23854
Lab No. 346545
LL 39
PI 0
Pass 200 Screen 67.9%
HYDROMETER ANALYSIS
Particles larger than 2.0 mm 4.0%
Coarse Sand 8.8%
Fine Sand 27.6%
Silt 44.2%
Clay 15.4%
Sg 2.40
Natural Moisture %

Base & Wear Light Traffic 7.0
Minus Rock Reduction —
Minus Wearing Surface —
Plus 25% Increase 2.0
Plus Wearing Surface —
Total Base & Wear 9.0

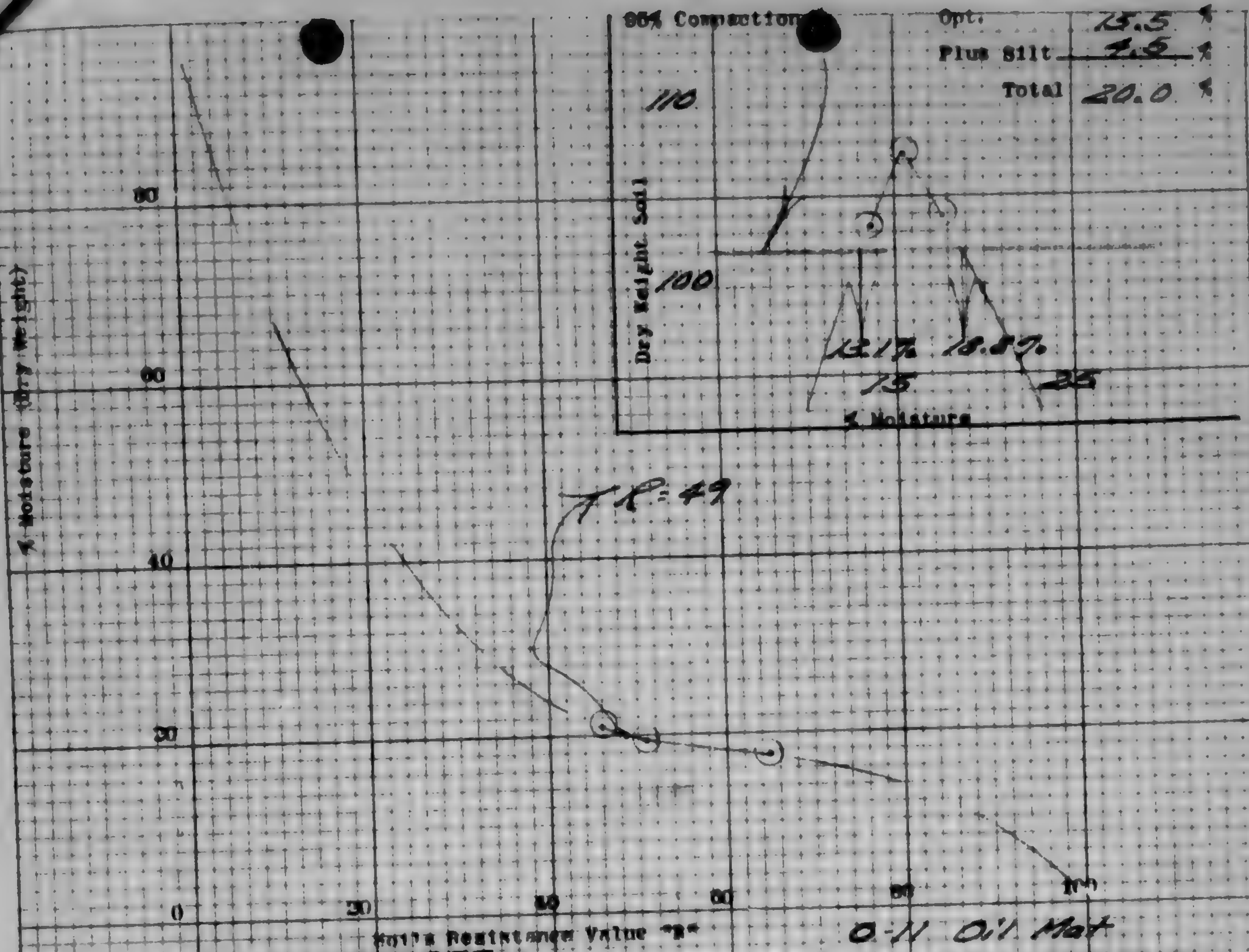
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section I.O.N. Highway - Arock
Hwy F.A.S. 589
Station 47+00, Rt. Ditch Line
Depth - 0-10'
Hole # 6
To be used Subgrade
Profile No.
County Malheur
Date 10-4-54
Designed by

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
TECHNI-CHART
CLEARPRINT PAPER CO. NO. T3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Opt. 15.5 %
Plus Silt 4.5 %
Total 20.0 %

O-11 Oil Mat

Data Sheet No.	A-22857
Lab. No.	346546
LL	21
PI	0
Pass 200 Screen	57.7%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	4.7%
Coarse Sand	14.6%
Fine Sand	30.1%
Silt	35.4%
Clay	15.2%
Sr	2.56
Natural Moisture	%

Base & Wear Light Traffic	7.0 "
Minus Rock Reduction	— "
Minus Wearing Surface	— "
Plus 25% Increase	2.0 "
Plus Wearing Surface	"
Total Base & Wear	9.0 "

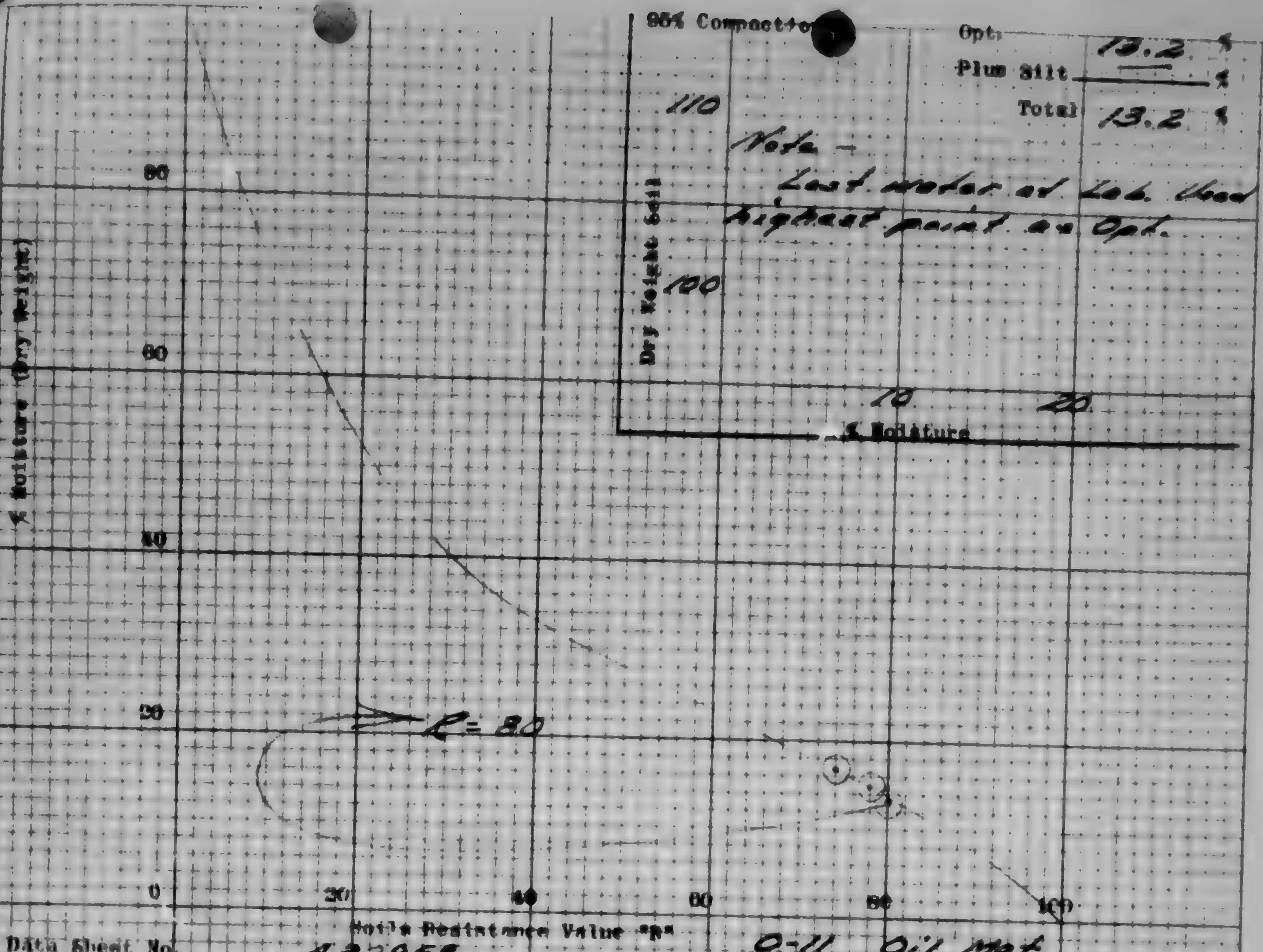
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section I.O.N. Highway - Arock
Hwy F.A.S. 589
Station 102
Depth - 0.5 - 2'
Hole # 8
To be used Subgrade
Prefix No.
County - Malheur
Date - 9-28-54
Designed by S

CLEARPRINT PAPER CO. NO. T3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000H
TECHNICAL CHART



Opt. 13.2 %
Plus Silt — %
Total 13.2 %

Note –
Last water at Lab. Used highest point as Opt.

0-11 Oil Mat

Data Sheet No. A32858
Lab. No. 346547
LL 27
PI 0
Pass 200 Screen 13.8%
HYDROMETER ANALYSIS
Particles larger than 2.0 mm 30.9%
Coarse Sand 40.8%
Fine Sand 22.1%
Silt 4.8%
Clay 1.4%
Sg 2.56
Natural Moisture %

Base & Wear Light Traffic 7.0 "
Minus Rock Reduction — "
Minus Wearing Surface — "
Plus 25% Increase 2.0 "
Plus Wearing Surface "
Total Base & Wear 9.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section I.O.N. Highway - Arock
Hwy F.A.S. 589
Station 122, Rt. Ditch Line
Depth - 1-5'
Hole # 9
To be used Subgrade
Prefix No.
County Malheur
Date - 10-4-54
Designed by J

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

CLEARPRINT PAPER CO. NO. T3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
TECHNICHART

P

RECEIVED
[illegible]
FOR FILING

S-179(1)
H389

August 17, 1954

Honorable G. Y. Chester
County Judge of Malheur County
Court House
Vale, Oregon

arock Rd.

Dear Judge Chester:

Replying to your letter of August 10, I am pleased to advise you that we are arranging now for the transfer of a survey party to Jordan Valley to make the location survey of the Arock Road. This party will probably be transferred within the next ten days.

As you perhaps know by this time, the Highway Commission approved the addition of the Arock Road to the federal-aid county road system of Malheur County, which means that you may use funds due Malheur County in 1955 and 1956 for this road's improvement.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. H. G. Smith
Mr. J. W. Cattrall

WCW:me lg

ECEIVED
AUG 17 1954
FOR FILING

NOTED
H. B. GLAISYER

August 13, 1954

Hon. C. Y. Chester
County Judge
County Court of Malheur County
Court House
Vale, Oregon

Dear Sir:

This is in reply to your letter of August 10th in which you inquire as to when the State could do engineering work on the county road through Arock.

As this is an engineering matter your letter is being forwarded to Mr. R. H. Baldock, State Highway Engineer, for such action as is necessary. Copies of your letter are also being forwarded to the members of the Highway Commission for their information.

Respectfully yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FQ:mdm

cc - Commissioners
R. H. Baldock

P. Goodell, Commissioner
Rt. 1, Nyssa, Oregon

U. A. Masterson, Commissioner
Westfall, Oregon

COUNTY COURT
Of Malheur County, Oregon
~~S. STANTON, County Judge~~

VALE, OREGON

Aug 10, 1954

Oregon
State Highway Commission
Salem, Oregon

Dear Sirs:-

In regards to our Arock Road, I wiah to write the following. And I know it is true for I received it all from the farmer boys that live neer the road.
We claim over a hundred cars a day. More than 2000 head of cattle trucked over this road yearly. Also 1000 sheep 700 hogs.
One School bus making four trips a day nine Mo.
Stage three times a week.
And more than 20.000 Bu of grain, so you can see that this road is realy used.
Now the reason that the County Court is willing to go along with this road, is the fact that these people are more than willing to help them selves some.
They are willing to furnish all the gravel, move the fencis give all righways, And then pay TEN PER CENT,

We are holding a meeting the 14th, and would like to know how soon the State could get started with the Engineering?

I will let you know how the meeting comes out, just as soon as I can.

Yours truly,
G. Y. Chester
County Judge

G. Y. Chester

RECEIVED
AUG 10 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

August 12, 1954

Malheur County Court
Court House
Vale, Oregon

FAS 525 & 589

NOTED

Gentlemen:

On August 9th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Malheur County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

MALHEUR COUNTY
PROPOSED PROJECTS

FAS 525 - Harper Section, Approximately 2 Miles, $40,000.
This section extends from a road junction approximately 1 mile north of Harper, southerly through Harper to the Central Oregon State Highway.

The proposed project is to reshape the ditches and roadbed, place additional base material as required, and construct an O-11 with binder 20' in width with 1' shoulders. The existing gravel road is 24' in width and a finished top width of 22' is specified in the FAS project to eliminate the cost of grade widening operations. If additional width up to 24' can be obtained without extensive widening, it should be done. A possible source of material is the Malheur River near Harper.

FAS 589 - Arock Section, Approximately 3.4 Miles, $61,000.
This section extends from a road junction at Arock, southerly to a junction with the I. O. N. State Highway.

The proposed project is to widen the grade with minor realignment, place additional base material, and construct an O-11 with binder 18' in width with 1' shoulders. A possible gravel source is located in approximately the middle of the project on Jordan Creek. As this is a comparatively low traffic road the grade line should, by reason of economy, follow the ground line as closely as practicable. Cuts in the irrigated area which would require installation of siphon pipes should be avoided if at all possible. In the event gravel sources are such that 1 1/4"-3/4" rock cannot be obtained, possibly a double O-9 could be substituted for the O-11.

7/23/54

NOTED
V. R. JONES

COUNTY COURT
Of Malheur County, Oregon

Vale, Oregon

July 15, 1954

COPY

Oregon State Highway Department,
Salem, Oregon

Dear Sirs:-

We received your letter, of the 12th. And I wish to state that we had a meeting of the Court, yesterday, And we agreed to go with you on the Arock road.

And we do wish that you would send some one to investigate this road with us

Yours very truly,
G. Y. Chester
County Judge

/s/ G. Y. Chester

ENGINEER
JUL 16 1954
RECEIVED

FORM E-129 60M REVISED 5-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

June 30, 1954

COPY

Honorable G. Y. Chester
County Judge of Malheur County
Vale, Oregon

Dear Judge Chester:

Replying to your letter of June 23, I must advise you that there is no balance of federal-aid secondary highway funds that can be turned over to Malheur County. Malheur County's funds for the current year are in approximate balance as to the amount of authorization for the High Line Road project as compared with the County's 1954-1955 FAS quota of $156,000.

On or about the first of the year when new secondary funds are allocated, Malheur County will have an amount somewhat in excess of the $156,000 available for the next biennium. However, the Arock road, to which you refer, is not on the federal-aid secondary system, and such funds could not be used on that road.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

UI-323(8) Halsey St. Conn. U'Xing 1955

#4390

A

115 = 23 (8)
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 9, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4390	12 Post-Final	Cherveny Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16640	R-157781	$ 140.68	8/9/56

r. H. B. Glaisyer:

he warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you hat release is authorized.

Frances Cole
ACCOUNTING DIVISION

---

pecified completion Date: Oct. 31, 1955

ime Extensions: to March 29, 1956

Completion Date: March 29, 1956

Date Accepted: April 26, 1956

Penalties: None of record

Claims: A claim is on file by H. W. Smith in sum of $42.00 for driving piles.

emarks:

Date: 8-10-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 10 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 30 1956
~~FOR FILING~~
UI-325 (1)

4390

July 30, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway contract No. 4390 for work performed on Halsey Street Connection at 82nd Avenue on the T. H. Banfield Expressway in Multnomah County was completed by the contractor, Chervany Construction Company, on March 29, 1956 and was formally accepted by the Highway Commission on April 26, 1956.

Post-final payment in the amount of $140.68 will be released to the contractor on or after August 9, 1956. The total contract amount is $236,813.03, of which amount $642.15 represents force account items.

There is a claim filed against this project by H. W. Smith re claim for driving piles in the sum of $42.00, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rm

cc - Continental Casualty Company
C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD
7-30-56

RECEIVED
JUN 19 1956
FOR FILING

June 8, 1956

Continental Casualty Company
310 S. Michigan Avenue
Chicago 4, Illinois

Gentlemen:

A letter has been received from H. W. Smith, Route 5, Box 760, Oregon City, stating that Cherveny Construction Company owes him the sum of $42.00 for driving 12 pilings on Contract No. 4390, which is the Halsey Street Connection at 82nd Avenue on the Banfield Expressway. His letter states that the contractor has paid him the sum of $378.00 whereas the payment should have been $420.00 as he drove 12 pilings at $35.00 per pile.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Cherveny Construction Company
3726 S. E. Hawthorne Boulevard
Portland, Oregon

G. A. Tommassen & Sons
1002 Cascade Building
Portland 4, Oregon

NOTED ON CARD

Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

RECEIVED
JUN 19 1956
FOR FILING

June 8, 1956

Mr. H. W. Smith
Route 5, Box 769
Oregon City, Oregon

Dear Sir:

This is to acknowledge your letter of June 6 in which you state that Cherveny Construction Company, 3726 S. E. Hawthorne Boulevard, Portland, owes you $42.00 for driving piles on our Contract No. 4390, which is the Halsey Street Connection at 82nd Avenue on the Banfield Expressway. This contract was completed March 29, 1956 and accepted by the Highway Commission on April 26, 1956. Final payment was mailed to the contractor on May 25, 1956.

The Continental Casualty Company, 1002 Cascade Building, Portland 4, furnished the bond for this project, which bond is given to assure completion of the contract and payment of all bills incurred in it.

The State does not attempt to arbitrate claims but we do record them and advise the surety and the contractor that they have been received, which we will do in this case.

If you wish to protect your claim against the bond for a period longer than six months following completion and acceptance of the contract, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining this procedure.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

4390 -

Or. City, Ore.
June 6 1956

Ore. State Highway Dept.
Salem, Ore.

Dear Sirs. —

I drove 12 pile on the 82nd & Halsey St. job for Cheweny Const. Co. last year & received a check from them for $378.00 June 8, 1955.

We still have $42.00 due as we drove for $35.00 per pile Total $420.00.

Please advise me as when I shall receive this & the condition of the company.

Very Resp. yours
H. W. Smith.
Rt 5 Box 769
Ore. City, Ore.

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
JUN 8 1956
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
(date)
May 24, 1956

CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
390	11-Final	Charvany Construction Co.	
OUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10457	B-151331	$ 21,529.59	5/24/56

. H. B. Glaisyer:

e warrant listed above is in payment of the final estimate of the above described ntract. The warrant will be held in the Accounting Division until advised by you at release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

---

ecified completion Date: Oct. 31, 1955

ime Extensions: to March 29, 1956

mpletion Date: March 29, 1956

ate Accepted: April 26, 1956

enalties: None of record

laims: None of record

marks:

---

ate: 5-25-56

o the Accounting Division:

elease of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

arrant Mailed: MAY 25 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 15 1956
FOR FILING

May, 15, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4390 for work performed on Halsey Street Connection at 82nd Avenue on the T.H. Banfield Expressway in Multnomah County was completed by the contractor, Cberveny Construction Company, on March 29 and was formally accepted by the Highway Commission on April 26, 1956.

Final payment in the amount of $21,529.59 will be released to the contractor on or after May 25, 1956. The total contract amount is $236,672.35, of which amount $642.15 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

STEVE FUNSTON
RECEIVED
MAY 10 1956
FOR FILING

A. A. CHERVENY

Cherveny Construction Co.

CONTRACTORS AND CONSTRUCTION ENGINEERS

Mailing Address:
1127 N. W. 19th Ave.
BEacon 9355

Const. & Eng. Office:
3726 S. E. Hawthorne Blvd.
VErmont 0678

Portland, Oregon

[illegible]
[illegible]

May 9, 1956

Mr. H. B. Glaisyer Secy.
State Hiway Commission
Salem, Ore.

Gentlemen;

ReContr. # 4390 Bridge #7999
82 & Halsey Overpass.

I called last week, and explained our predicment, that we had not received, our January estimate, nor the Final. And the job has been completed couple months, and accepted. I was told, that it would be along in a couple days, and to date, we have not received it.

We have suffered a terrific loss on this overpass, due to the Steel Girders, not being delivered, as per order, agreement, and schedule. They were ordered in March, delivery promised May, then June, then July, and we did not get them until the Last of October.

Our schedule of construction, was to work from both ends, had we had them even in July or August, we would have had the Overpass finished, finished, by the last of October. Under the circumstances, we could only work at a handicap from one side, and it doubled the cost of our construction., and threw us into the Winter months, with the bad weather, and caused us a terrific loss.

They claim that the Hiway Comm. put a girder in ahead of ours, which caused our late delivery.

The Sub contractors, are all after us to pay them off. Kindly appreciate our position. We do not think it is fair for us to put in more money, to finance the States Obligation, along with the above which already happened to us., causing the loss we are taking.

Please expedite the final voucher, and thanks, for your co-operation.

Yours very truly

Cherveny Construction Co.

A. A. Cherveny

AAC/L

P.S. I do not think the Commission wishes to hurt anyone,
please give this your attention and thanks.

RECEIVED
MAY 10 1956

answered by telephone
9:30 AM — May 10, 1956
HBG

RECEIVED
MAY 4 - 1956
FOR FILING

COMMISSIONERS
EN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

4390

May 3, 1956

Cherveny Construction Co.
3726 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 26 had under discussion your request for an extension of time from October 31, 1955 to March 29, 1956, the completion date, within which to complete your contract No. 4390, for the Banfield Expressway Undercrossing of the Halsey Street Connection in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

L. R. Allen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

9

RECEIVED
APR 24 1956
FOR FILING

4540

April 23, 1956

Request for extension of time
No. 3
April 26 and 27 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Halsey Street Connection
at 82nd Avenue
Contract No. 4300

Chervenny Construction Company, contractor on the Banfield Expressway undercrossing of the Halsey Street Connection in Multnomah County, has requested an extension of time from October 31, 1955, to March 29, 1956, the date of completion.

The contractor was not awarded the contract until 26 days after the bids were opened; a carpenters' strike delayed the work for over one month; and the nonarrival of structural steel caused further delay. All of these delays made it necessary to work during the inclement weather this last fall and winter.

As most of the delay was beyond the control of the contractor, it is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB/dp
Attached

RECEIVED
APR 19 1955
FOR FILING

Ui 323(R)
4/2 [illegible]

April 18, 1955

Cherveny Construction Company
3726 S. E. Hawthorne Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4390, which was awarded to you March 29, 1955 by the State Highway Commission, covering Halsey Street Connection at 82nd Avenue on the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAR 29 1955
FOR FILING

UI-323(7)
4

March 29, 1955

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Halsey Street Connection Undercrossing
Federal Aid Project No. UI-323(6)

On March 3 the Highway Commission accepted the low bid of Chervony Construction Company of Portland in the amount of $239,571 for the above project and instructed the engineer to award the contract as soon as certain negotiations were completed with the Union Pacific Railroad Company. These negotiations are now completed to the satisfaction of the engineer, and he proposes to award the contract to the low bidder as of this date. May we have your concurrence in the award of the contract.

The proposed job is an integral part of the 42nd Avenue-92nd Avenue Section of the T. H. Banfield Expressway and is covered by the State-Railroad agreement for that section of roadway. Copies of this agreement have been furnished you in connection with the other jobs on this section.

Attached hereto is a copy of a letter from the Union Pacific Railroad Company signifying their approval for the plans and specifications for the work.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG:aa

Attachment

cc P. M. Stephenson

RECEIVED
APR 5 1955
FOR FILING

[illegible]
[illegible]

March 29, 1955

Charveny Construction Company
3726 S. E. Hawthorne
Portland, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on March 3, 1955 accepted your proposal for construction of the Halsey Street Connection Undercrossing in Multnomah County for the sum of $239,591.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4390.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson

NT OF COMMERCE
OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

SERVICE
the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

March 29, 1955
10:05 a. m.

Cherveny Construction Company
3726 S. E. Hawthorne
Portland, Oregon

Contract for Halsey Street Connection Undercrossing in Multnomah County for which you submitted low bid on March 3, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting ✓ (5003-900)
Files ✓
C. W. Head

NOTED
C. S. PAXSON

RECEIVED
FEB 18 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 22 1955
FOR FILING

OREGON DISTRICT

U 323 (8)

[illegible]

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

February 17, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

With reference to previously suggested revisions of Project UI-323(8), T. H. Banfield Expressway Undercrossing of Halsey St. at 82nd Avenue in Portland, we have the following advice from our Washington Office:

> "We are pleased to note that the State now proposes to provide 10-foot shoulders on the expressway through the undercrossing and that the acceleration change will be lengthened at the ramp H-S terminal.
>
> We are interposing no further objection to the 18-foot width for ramp H-S if you consider that dimension adequate."

Very truly yours,

C G Polk
C. G. POLK
District Engineer

NOTED
C. S. PAXSON

RECEIVED
FEB 18 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 21 1955
FOR FILING

UI-323(8)
4390

file

C O P Y

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1955

SUBJECT:

To: Mr. Frank Young
Ass't. Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

Dear Sir:

This is to confirm delivery to you by Mr. Hall the plans showing the line revision on the Banfield Expressway on the Halsey Street-82nd Avenue Project, UI-323 (8). This revision is to be made in accordance with Mr. Polk's request of February 8th.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

cc to: Frank Hall

RECEIVED
FEB 1955
FOR FILING
OREGON DISTRICT
UI-323(8)
4390

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 8, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. C. Williams

Dear Sir:

With reference to previous suggestions relative to alignment adjustments to secure greater width of shoulder for west bound traffic lanes on the T. H. Banfield Expressway at Halsey St.-82nd Ave., Project UI-323(8), our Division Office has prepared a rough draft of a line revision possibility which we enclose for your review. The clearance south of centerline at the 82nd Avenue structure would be reduced by approximately 0.7'. This could be taken care of by adjusting the curb line.

Very truly yours,

G. G. Polk
G. G. POLK
District Engineer

Copy & Map to Hall.
WCW.

Encl.

RECEIVED
FEB 8 1955
OREGON
STATE HIGHWAY COMMISSION

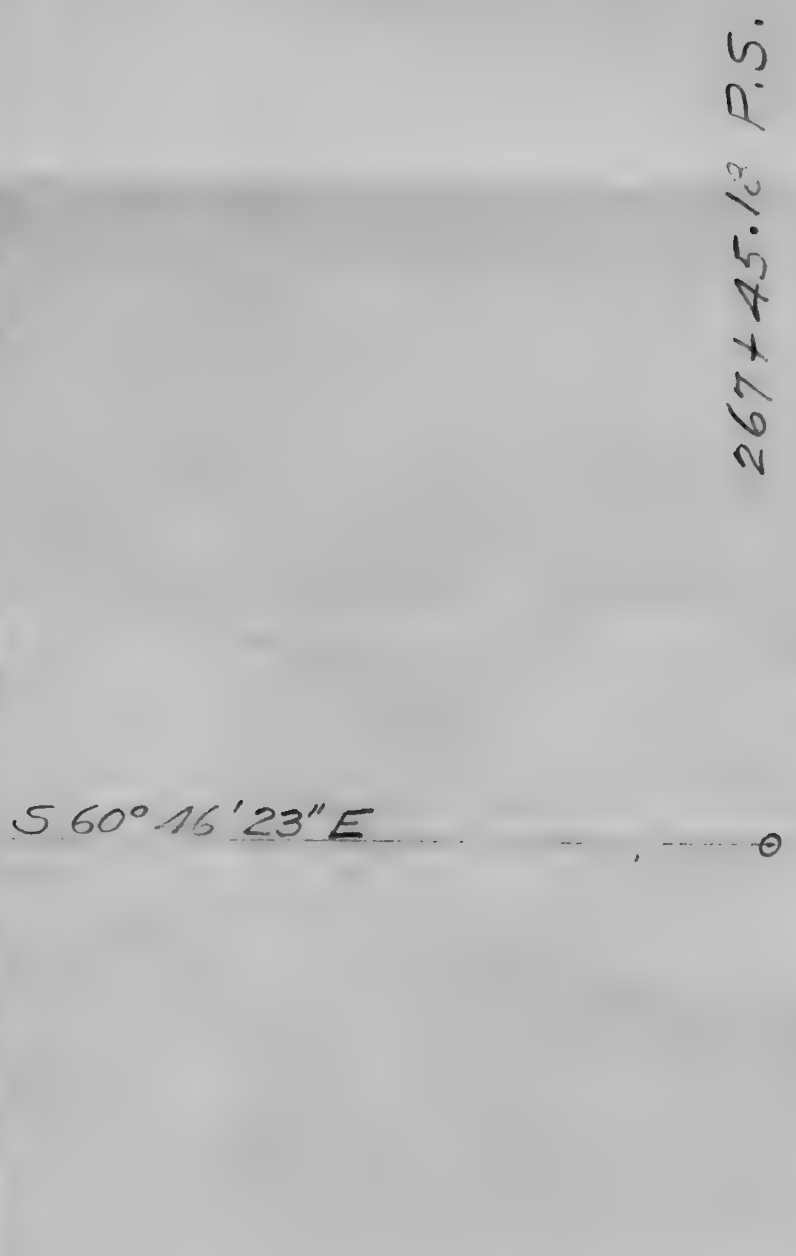
S 60° 16' 23" E

ond Ave.

Division of
Public Roads.

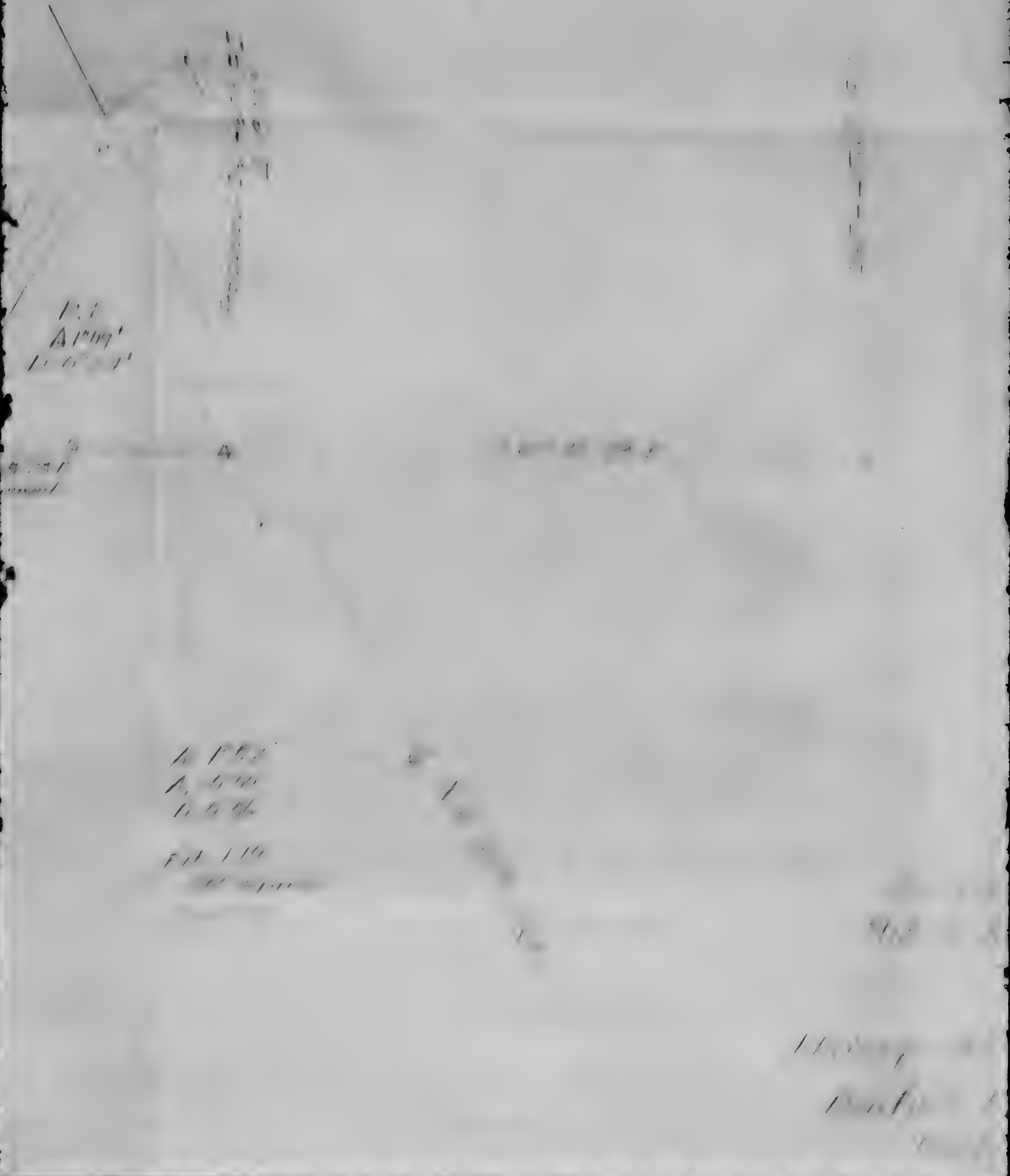
Halsey - 82nd St. Vicinity
Banfield Expressway.
Portland.

E.H.T. 2/14/55


267+45.12 P.S.
S 60° 16' 23" E

" 8th Av.

Division 8
Public Roads.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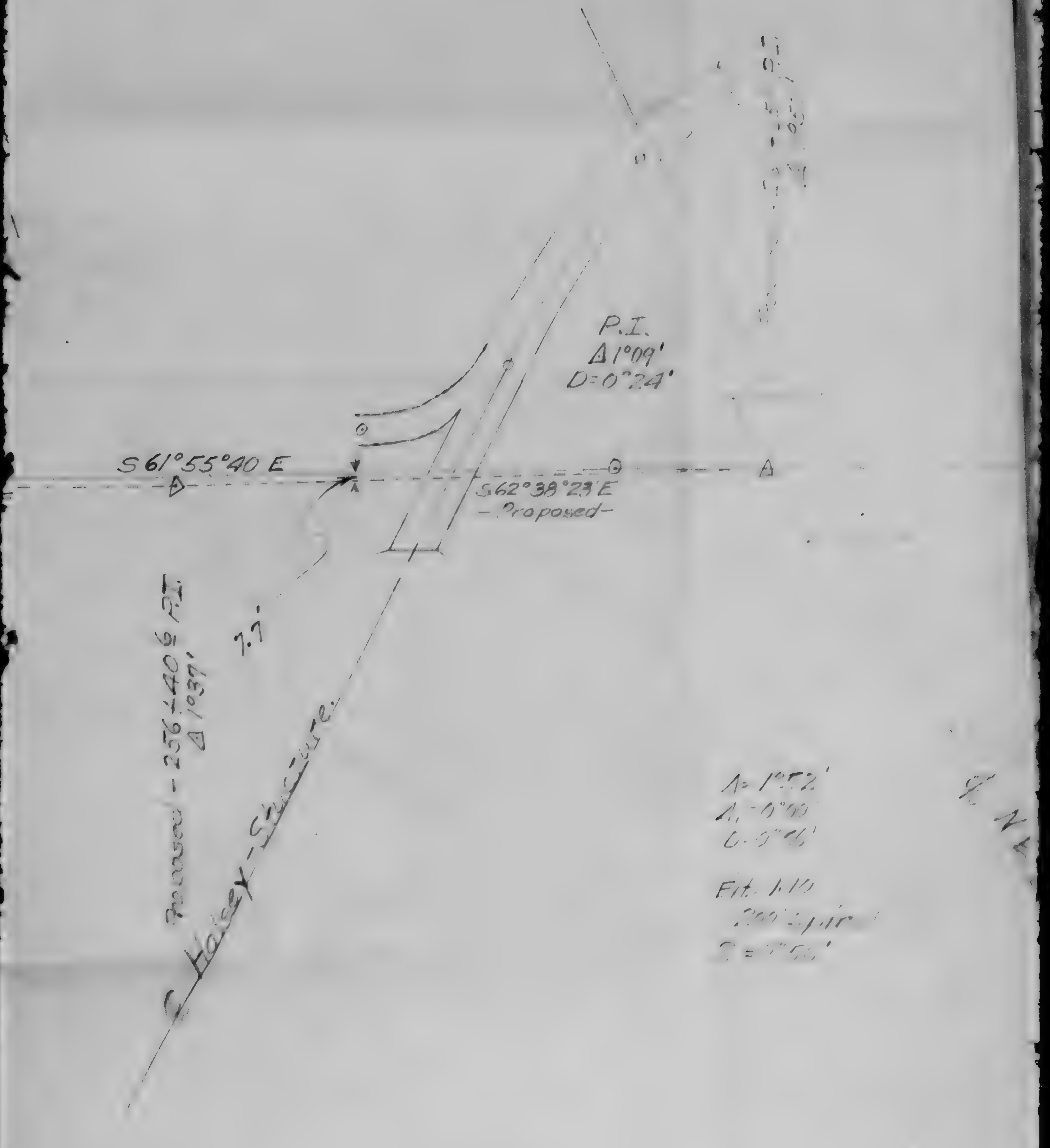
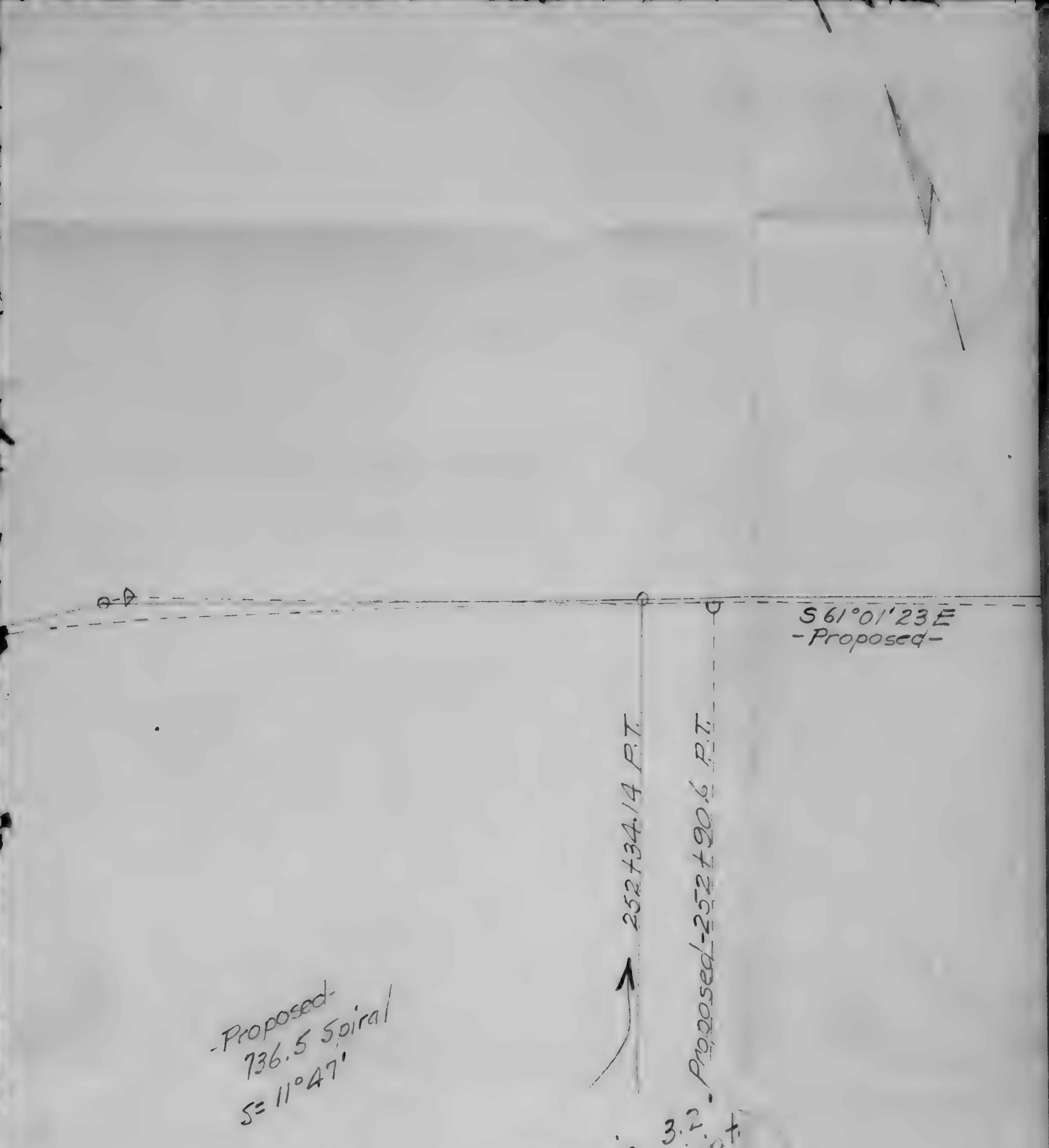
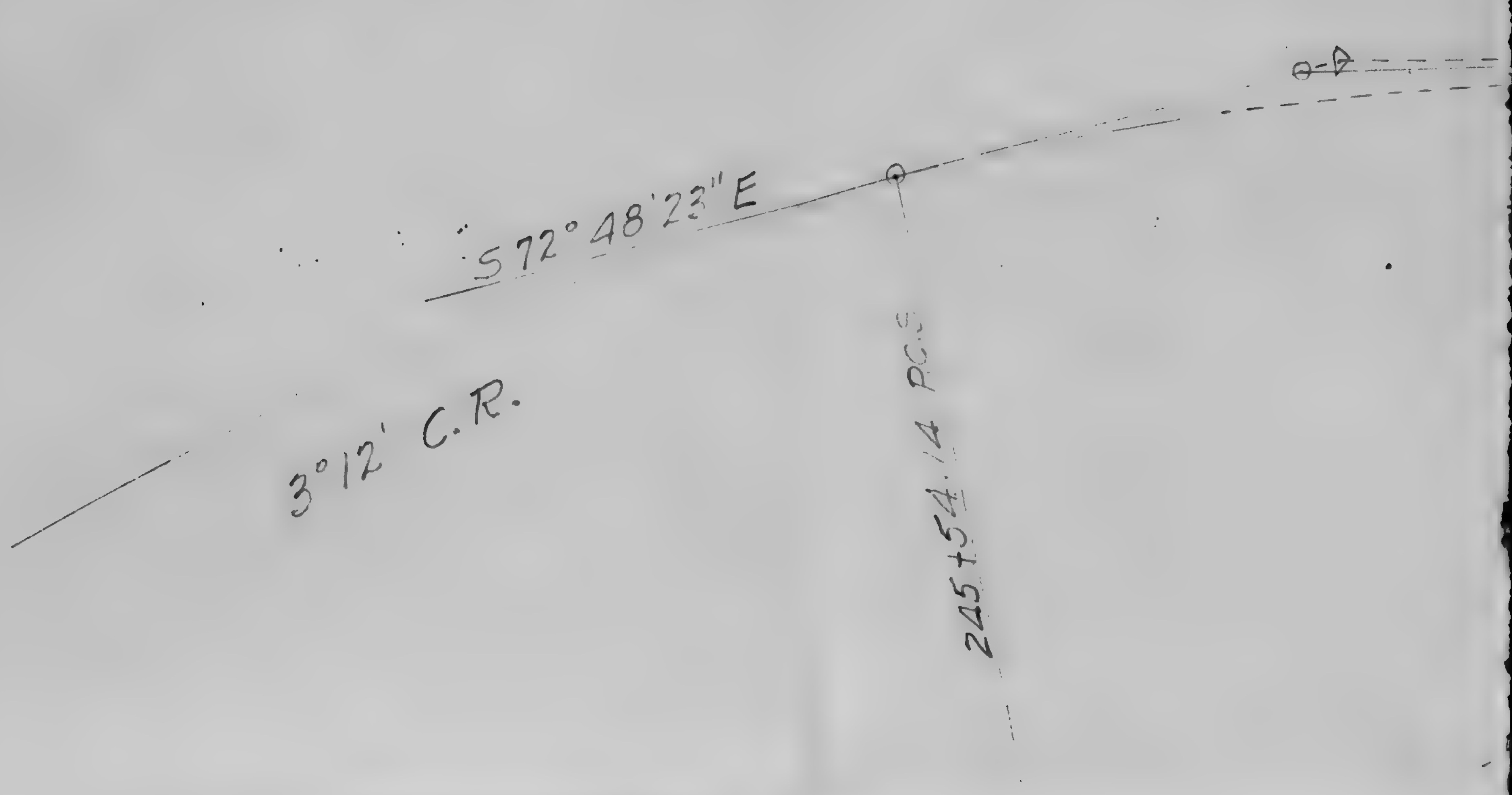

P.I.
Δ1°09'
D=0°24'
S61°55'40 E
S62°38'23'E
-Proposed-
7.7
Proposed - 256+40 ℄ P.I.
Δ 1°37'
℄ Halsey - Structure.
Δ=1°52'
Δ, =0°00'
D=0°06'
Fit. 1.10
200' Spiral
S = 1°53'
℄ N


S 61°01'23 E
-Proposed-
252+34.14 P.T.
Proposed-252+90.6 P.T.
-Proposed-
736.5 Spiral
S= 11°47'
New spiral is 3.2
inside at this point


S 72° 48' 23" E
3° 12' C.R.
245+54.14 P.C.S

RECEIVED
FEB 16 1955
FOR FILING

UI 323 (8)
4395

February 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building

Dear Sir:

Reference is to telegram, Barnett to Andrews, Oregon Project BFI-323(8) (should be UI-323 (8)), Halsey-82nd Avenue, Portland. We disagree with ruling as to need for 20-foot width on Ramp H-S. This ramp is a nonpassing ramp, being on a seven per cent down grade, with possibility of disabled vehicle on this down-grade ramp appearing extremely rare. The 18-foot width we provide meets standards for nonpassing ramp. We agree to extend acceleration lane. We also agree in this particular instance to adjust center line of expressway to provide 10-foot shoulder widths through undercrossing but wish to point out that we have met interstate standards. I quote from AASHO standard for interstate system: "The lateral clearance from the right edge of pavement of the through traffic to the faces of walls or abutments and piers at underpasses shall be at least six feet." We provided six feet, such being three feet from edge of pavement to curb and three feet from curb to face of wall.

Urgent this project be advertised for bids to be received March 2 and 3, else sufficient time will not permit completion of the project this year. Lateness of season would prevent paving of the approaches and delay opening of this vital connection until the following year. Balance of Banfield Expressway, 42nd Avenue to Fairview, will be ready for traffic this fall. Urge immediate approval so that bids may be called March 2 and 3, with provisions that deceleration lane be lengthened, 10-foot shoulders provided, and ramp width remaining at 18 feet.

Requested that above data be forwarded through Division channels to Washington office, so that decision may be had prior to deadline for advertising, which will be February 15.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
WCW:me lg

COPY

F E ANDREWS

RE YOUR TELEGRAM OF FEBRUARY 1st AND MEMO OF JANUARY 7, OREGON HFI-323(8), HALSEY-82nd AVENUE PORTLAND. STRUCTURAL FEATURES SATISFACTORY. AGREED RE NEED FOR 20' WIDTH ON RAMP H-S. EXCELERATION LANE SHOULD BE LENGTHENED. REDUCTION OF EXPRESSWAY SHOULDER WIDTH FROM 10 TO 3 FEET THROUGH THIS UNDERCROSSING DOES NOT MEET INTERSTATE STANDARDS. DRAWINGS NOT CLEAR OR COMPLETE. GREATER WIDTH OF SHOULDER THROUGH UNDERCROSSING SHOULD BE PROVIDED.

BARNETT

RECEIVED
MAR 7 1955
FOR FILING

4I-323(1)
4397

March 4, 1955

Cherveny Construction Co.
3726 S. E. Hawthorne
Portland, Oregon

Gentlemen:

The State Highway Commission on March 3, 1955 accepted your bid in the amount of $239,591 for construction of Halsey Street Connection Undercrossing on the T. H. Banfield Expressway in Multnomah County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
G. S. Paxson

RECEIVED
DEC 29 1955
FOR FILING

December 13, 1955

FINAL COST ANALYSIS

Redmond-Bend Section
Contract No. 4391

Shoulder Oiling
Babler Bros., Inc.
H. S. Cox, Resident Engineer

The Dalles-California Highway
Prefix: 9-1036

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Prep. of Shoulders	14.04	Mile	$100.00	$53.52	$ 751.43	$1,404.00
Fur. & Place Aggregates	4977	C.Y.	3.00	2.32	11,535.84	14,931.00
150-200 Asphalt	411.95	Tons	40.00	34.11	14,049.00	16,478.00
RS-1 Asphalt	102.01	Tons	42.00	37.65	3,841.07	4,284.42
½"-0 Cr. Mat. in Stockpiles	4135.32	C.Y.	1.10	1.10	4,548.85	4,548.85
3/4"-½ Cr. Mat. in Stockpiles	343.85	C.Y.	1.35	1.35	464.20	464.20
½"-¼" Cr. Mat. in Stockpiles	312.66	C.Y.	1.35	1.35	422.09	422.09
¼"-10 Cr. Mat. in Stockpiles	187.92	C.Y.	1.35	1.35	253.69	253.69
PA #1 Purchase Excess Oiling Aggregates	746.33	C.Y.	1.00	1.00	746.33	746.33
S.P. Haul Adj. Favor of State	729.05	Yd.Mi.	0.10			- 72.91
					$ 36,612.50	$ 43,459.67

Gross Revenue	$43,459.67
Total Cost	36,612.50
Net Profit	$ 6,847.17

Net Profit equals 15.7% of Gross Revenue

DETAIL OF COST

Contract No. 4391

Labor:				
Labor			$ 2,999.99	
Labor Insurance			189.00	
Health & Welfare			102.99	
				$ 3,291.98
Materials:				
150-200 Asphalt	411.95 Tons at	$ 22.50	9,268.88	
Freight on 150-200	411.95 " "	6.80	2,801.26	
RS-1 Asphalt	102.01 " "	25.20	2,570.65	
Freight on RS-1	102.01 " "	6.80	693.67	
				15,334.46
Equipment Rentals & Misc. Supplies:				
Equipment Rentals (owned)			2,201.00	
Hired Equipment			779.50	
Gas, Oil & Grease			687.05	
Small Tools & Misc. Supplies			110.00	
Bond			152.10	
Home Office & General Overhead			902.30	
				4,831.95
Paid N. A. Toole for crushing cinder agg.				13,154.11
TOTAL COST				$ 36,612.50

Contract No. 4391

Remarks:

This was a "State Project" calling for the construction of 14.04 miles of oil mat wearing surface, Type 0-11 modified, on highway shoulders and furnishing approximately 4,800 C.Y. of crushed cinders in stockpile on the Redmond-Bend Section of The Dalles-California Highway. The project was bid April 13, 1955, work started July 8, 1955, and the project was completed July 23, 1955.

On June 29, 1955, N. A. Toole sub-contractor on crushing started moving in a 3 crusher plant into cinder pit located 0.9 miles west and 0.6 miles north of The Dalles-California Highway at M.P. 132.13. All crushed materials was completed by July 22, 1955.

On July 18, 1955 the prime contractor moved in his oiling equipment, which consisted of two Blades, one D4 Cat Loader, two 1500-Gal. Distributors, two 10-Ton Rollers, nine 6-C.Y. Trucks and Power Broom. Oiling was completed July 22, 1955.

Good supervision and equipment, with good progress and fair bid prices, allowed the contractor a nice profit from this project.

By - - K. T. Wechter

RECEIVED
SEP 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
1391	2-Final	Babler Bros., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18669	R-132031	$ 1,312.17	9/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: July 23, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By ____________
Ass't. Secretary

Warrant Mailed: SEP 19 1955

Ruth Rawlings

ON CARD

RECEIVED
SEP 9 1955
FOR FILING

7-[illegible]36
4391

September 8, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4391 for work performed on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County was completed by the contractor, Babler Bros., Inc., on July 23 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $1,312.17 will be released to the contractor on or after September 19, 1955. The total contract amount is $43,459.67 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
AUG 16 1955
FOR FILING

7-1032
4391

August 16, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. on contract No. 4391, for shoulder oiling on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County.

This payment, in the amount of $42,147.50, will be released to the contractor on or after August 26, 1955. The retained percentage is $1,303.53.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dooly & Co.
Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—1026

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Redmond-Bend

For Week Ending July 23, 1955

Highway The Dalles-California

Kind of work Shoulder Oiling

Contractor Babler Bros., Inc.

Section prefix 9-1036

Date of contract April 13, 1955

Contract number 4391

Date work started June 29, 1955

Date of completion August 31, 1955

Project authorization $ 41,200.75

Exclusive of Engineering $ 37,881.23

Estimated date of completion ~~XXXX~~ July 28, 19

Per cent of time elapsed 72.3 %

Estimated cost of completed project, exclusive of engineering $ 37,881.23

Per cent of contract completed, based on total contract price 100.0 %

Engineering authorization $ 3319.52

Engineering cost to date $ 500.00, 15.1 %

Date project was completed 7-23, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shoulder oiling on this project will be complete Friday J uly 22nd.

Crushing for maintenance is complte and it is estimated that haul to M.P. 138.07 will be completed by July 23rd.

Remeasure of stockpiles and semi-final will be forth coming as soon as possible.

NOTED
OSCAR CUTLER

NOTED

NOTED
W. T. WRIGHT

Signed

Address Box 151 Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77060

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				14.04	
Miles partially completed					
Miles completed					
Total estimated quantities			4800	4800	
Estimated quantities moved or placed to date			4800	4900	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			~~25~~ 30		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....2...., Rollers ....2...., Mixers ...., Crushing or screening plants 1............

Compressors ...., Bulldozers ....2......, Sheep-foot rollers ...., Trucks 12..............., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair all week		
Thursday			
Friday			
Saturday			

RECEIVED
MAY 10 1955
FOR FILING

[illegible]
4391

May 9, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4391, which was awarded to you by the State Highway Commission on April 13, for shoulder oiling on the Redmond-Bend Section of The Dalles-California Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

9

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FOR FILING

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[illegible]

April 15, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4391 for Redmond-Bend Shoulder Oiling Project on The Dalles-California Highway in Deschutes County.

This award was based on your bid of $41,494 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FEB 10 1956
FOR FILING

10-1007
4392

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4392	5-Final	Kuckenberg Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1583	R-142209	$ 866.47	2/6 56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to Oct. 31, 1955

Completion Date: Oct. 24, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 9

Ruth Rawlings

RECEIVED
JAN 20 1956
FOR FILING

10-1007

4392

January 19, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4392 for slide correction on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County was completed by the contractor, Kuckenberg Construction Co., on October 24, 1955 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $866.47 will be released to the contractor on or after January 30, 1956. The total contract amount is $31,613.80 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

B

RECEIVED
DEC 29 1955
FOR FILING

10-1007

4392

December 29, 1955

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Kuckenberg Construction Co. on contract No. 4392, for slide correction on Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County. This payment, in the amount of $1,957.14, will be released to the contractor on or after January 9, 1956. The retained percentage is $957.13.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

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DEC 14 1955
FOR FILING

10-1007
4392

6

December 13, 1955

Request for extension of time
No. 30
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Kuckenberg Construction Co. for an extension of time on the Anlauf-Rice Hill Slide Removal project, Contract No. 4392, from July 31, 1955 to October 31, 1955.

The contractor was not permitted to start on this project until the material was dried, ground water seepage was at a minimum, and the operations of the surveying contractor working in the area complete. Due to the late, wet spring these conditions could not be met until mid-August. The contractor removed the slide in a workmanlike, expeditious manner after he was allowed to start, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

10-1007

Form E-1-Rev 6-55—10M

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Anlauf - Rice Hill Unit Divide - Rice Hill Sect.

For Week Ending November 26, 1955

Highway Pacific

Kind of work Slide Correction

Contractor Kuckenberg Construction Co.

Section prefix 10-1007

Contract number 4392

Date of contract April 13, 1955

Date of completion July 31, 1955

Date work started August 18, 1955

Estimated date of completion , 19

Project authorization $43,627.50

Exclusive of Engineering $40,525.10

Per cent of time elapsed 213.68 %

Estimated cost of completed project, exclusive of engineering $41,391.96

Estimated per cent underrun . . . . 5.1 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $3,102.40

Engineering cost to date $3,208.94, 103.43 %

Date project was completed 10-24, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimate for this contract was submitted to Division Office this week along with supporting data, field notes, etc.

This will be the last weekly report on this project.

NOTED
FORREST COOPER

NOTED
L. H. Young

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRU[illegible]

Signed Robert I. Ewen, Res Engr.

NOTED
[illegible] WRIGHT

Address Box 308 Yoncalla, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

	Slide Correction	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
n project	14.2				
partially completed	14.2				
completed	14.2				
estimated quantities (contract)	69,500				
quantities corrected to date	68,000				
ated quantities moved or placed to date	66,000				
ge daily quantities					
ge daily quantities necessary to complete oject on time					
ber shifts per day					
s per shift					

rage force on project for week

vision

n and trucks under 3 tons

n and trucks over 3 tons

n and tractors

uipment used during week: Shovels ...., Power graders ...., Rollers........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
unday	Rain		
onday	"		
uesday	"		
Vednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

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UG 18 1955
OR FILING

4372

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17th, 1955

SUBJECT:

To: Mr. Tom Edwards
Division Engineer

Please be sure that all unauthorized approaches on the Anlauf-Rice Hill Section are barricaded off prior to the opening of this section to traffic. Some type of economical physical barrier should be installed, which will later be supplanted by fences.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
AUG 1 8 1955
OFFICE OF
STATE HIGHWAY ENGINEER

ECEIVED
MAY 17 1955
OR FILING

10-1181
4392

May 16, 1955

Kuckenberg Construction Co.
11104 N. E. Holman St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4392, which was awarded to you by the State Highway Commission on April 13, for slide correction on the Anlauf-Rice Hill Unit, Divide-Rice Hill Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

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APR 15 1955
FOR FILING

10 - 1001
[illegible]

April 15, 1955

Kuckenberg Construction Co.
11104 N. E. Holman
Portland, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4392 for Anlauf-Rice Hill Unit, Divide-Rice Hill Section Slide Correction Project on the Pacific Highway, east of Yoncalla in Douglas County.

This award was based on your bid of $33,780 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

[illegible] – 31[illegible] [illegible] [illegible] 1955
[illegible]

1393

RECEIVED
DEC 29 1955
FOR FILING

R. H. Baldock

November 28th, 1955

Prairie City-Baker County Line Section
Contract #4393

12 8314

John Day Highway
Prefix 12-8314

FINAL COST ANALYSIS

Rock Production
. H. Itschner Co., Contractor
. Laughlin, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-¼" Mat'l. in Stockpile	2,271.6	Cu. Yd.	$2.20	$2.078	$ 4,720.39	$ 4,997.52
½"-¼" Cr. Mat'l. in Stockpile	4,086.4	"	"	2.20	2.078	8,492.78	8,990.08
¼"-#10 Cr. Mat'l. in Stockpile	1,881.3	"	"	2.20	2.078	3,909.35	4,138.86
3/8"-#10 Cr. Mat'l. in Stockpile	2,065	"	"	2.20	2,078	4,291.10	4,543.00
S.P. Haul Adjustment, Favor of State	4,482.4	Yd. Mi.	0.10			- 448.24
					$21,413.62	$22,221.22

Gross Revenue	$22,221.22
Total Cost	21,413.62
Net Profit	$ 807.60

Net Profit Equals 3.6% of Gross Revenue

Contract #4393

Detail of Cost

Labor:		
Labor	$ 4,761.00	
Labor Insurance	390.46	
		$ 5,151.46
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$ 7,458.90	
Hired Trucks	5,382.37	
Gas, Oil & Grease	1,816.00	
Small Tools & Misc. Supplies	298.35	
Freight & Cartage	468.50	
License & Permits	255.54	
Bond	156.75	
Home Office & General Overhead	425.75	
		16,262.16
Total Cost.		$21,413.62

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	10,304	Cu. Yd.	$ 2,966.65	$0.288
Load & Haul to Crusher	"	" "	4,117.75	0.399
Crushing	"	" "	7,483.90	0.727
Haul to Stockpile (Av. Haul 4.6 Mi.)	"	" "	5,841.00	0.567
Stockpiling	"	" "	1,004.32	0.097
			$21,413.62	$2.078

The crusher operated 184 hours for an average production of 56 cu. yd. per working hour.

Remarks:

This was a "State Project" calling for the furnishing of approximately 10,000 cu. yds. of crushed rock in stockpiles on the Prairie City-Baker County Line Section of the John Day Highway. The project was bid April 13th, 1955, work was started April 25th, 1955, and the project was completed June 4th, 1955.

On April 25th, 1955 the contractor started to move in a three-crusher plant into the quarry located approximately 2 miles northerly from the John Day Highway at M.P. 191.1 via the Austin Spur and an existing haul road. Actual crushing started May 3rd, 1955, and the project was completed June 4th, 1955. Approximately 5 days down time was encountered due to plant breakdown.

A 3/4 cu. yd. shovel and 6 cu. yd. dumptor were used in feeding the crushing plant, and all crushed material was hauled in hired trucks to the stockpiles.

Having only a fair bid price on crushed materials and considerable lost time due to breakdowns, only a small profit was realized from this project.

Oscar Cutler
Chief Cost Analyst

By . . K. T. Wechter

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SEP 1 1955
FOR FILING
12-1314

OREGON STATE HIGHWAY DEPARTMENT

(date)
September 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4393	4-Post-Final	E. H. Itschner Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18716	R-132078	$ 239.16	9/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 6-30-55

Time Extensions: none

Completion Date: 6-8-55

Date Accepted: 6-30-55

Penalties: none

Claims: none

Remarks:

Date: 9-15-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 15 1955

Ruth Rawlings

NOTED ON CARD

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AUG 21 1955
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT
(date)
August 22, 1955

(CONTRACT NO.) 4393	(EST. NO.)	(CONTRACTOR)	
4393	3-Final	E. H. Itschner Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16490	R-130099	$ 427.48	8/22/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: None

Completion Date: June 4, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD
✓

Warrant Mailed:

Ruth Rawlings

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FOR FILING

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43

July 29, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4393 for rock production on the Prairie City-Baker County Line Section of the John Day Highway in Grant and Baker Counties was completed by the contractor, E. H. Itschner Co., on June 4 and was formally accepted by the Highway Commission on June 30, 1955.

Final payment in the amount of $427.48 will be released to the contractor on or after August 8, 1955. The total contract amount is $21,982.06 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

B

RECEIVED
JUN 27 1955
FOR FILING

12-8314
4393

June 24, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. on contract No.4393, for rock production on the Prairie City-Baker County Line Section of the John Day Highway in Grant and Baker Counties.

This payment, in the amount of $2,266.09, will be released to the contractor on or after July 5, 1955. The retained percentage is $666.64.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

Form E-1—10M—7-50

OREGON STATE HIGHWAY COMMISSION

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL REPORT

For Week Ending June 11, 1955

Section PRAIRIE CITY--BAKER COUNTY LINE

Kind of work Rock Production

Highway John Day

Section prefix 12-8314

Contractor E. H. Itschner Company

Contract number 4393

Date of contract April 13, 1955

Date of completion June 30, 1955

Date work started May 3, 1955

Estimated date of completion June 4, 1955

Amount of contract $ 21,840.50

Per cent of time elapsed %

~~Estimated~~ cost of completed project, exclusive of engineering $ 22,221.22

Per cent of contract completed, based on total contract price 100 %

Estimated Engineering cost to date $ 790.00, 47.2 %

Date project was completed June 4, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished crushing Saturday, June 4. The contractor did a fine job of crushing the rock and shaping the stockpiles ans was very cooperative with the State during the job.

NOTED
OSCAR CUTLER

NOTED
FORREST COOPER

Signed

Address Baker, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	[illegible]	[illegible]	[illegible]TENANCE [illegible]RIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in [illegible]					
Miles partially [illegible]					
Miles completed					
Total estimated quantities			9,500		
Estimated quantities moved or placed to date			10,504.3		
Average daily quantities					
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing Dept. 41608

B

RECEIVED
MAY 27 1955
FOR FILING

12 - 8314
4393

May 27, 1955

E. H. Itschner Co.
Molalla,
Oregon

Gentlemen:

We are enclosing herewith for your records and files copies of the following contracts which were awarded to you by the State Highway Commission on April 13, 1955, as follows:

Contract No. 4393, for rock production on the Prairie City-Baker County Line Section of the John Day Highway in Grant and Baker Counties.

Contract No. 4394, for rock production on the Burns Section of the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County.

A copy of each of the above contracts is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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Enc.

RECEIVED
APR 15 1955
FOR FILING

12-8314
4393

April 15, 1955

E. H. Itschner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4393 for Prairie City-Baker County Line Rock Production Project on the John Day Highway in Grant and Baker Counties.

This award was based on your bid of $40,900 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

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394

RECEIVED
JAN 2 - 1957
FOR FILING

Dec 27, 1956

Burns Rock Production
Contract #4394
13-8308

FINAL COST ANALYSIS

Central Oregon, John Day-Burns and Burns-Crane Highways
E. H. Itschner, Contractor
Prefix 13-8308
Alvin Wallace, Resident Engineer

4394

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Material in Stockpile	4,912.41	Cu. Yd.	$2.40	$2.587	$12,709.23	$11,789.28
½"-¼" Cr. Material in Stockpile	5,834.79	" "	2.40	2.587	15,098.87	14,003.50
¼"-#10 Cr. Material in Stockpile	2,382.88	" "	2.40	2.587	6,164.05	5,718.91
3/8"-#10 Cr. Material in Stockpile	1,344.22	" "	2.40	2.587	3,479.39	3,226.13
3/4"-¼" Cr. Material in Stockpile	599.86	" "	2.40	2.587	1,553.73	1,439.66
¼"-#10 Cr. Material in Stockpile	907.76	" "	2.40	2.587	2,350.27	2,178.62
Screen Rejects in Stockpile	116.45	" "	0.25	0.25	29.11	29.11
Hauling Screen Rejects	430.9	Yd. Mi.	0.12	0.12	51.71	51.71
Haul Adjustment, Favor of Contractor	2,760	" "	0.12	0.12	331.30	331.30
					$41,767.66	$38,768.62

Total Cost	$41,767.66
Total Revenue	38,768.62
Net Loss	$ 2,999.04

Net Loss Equals 7.7% of Gross Revenue

Detail of Cost

Labor:		
Labor & Supervision	$10,884.95	
Labor Insurance	646.55	
		$11,531.50
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$12,026.65	
Hired Trucks	9,301.06	
Gas, Oil & Grease	5,252.80	
Small Tools & Misc. Supplies	390.80	
P.L. & P.D. Insurance	120.30	
P.U.C. License	105.03	
Powder & Caps	670.46	
Cost of Coyote Hole	768.00	
Freight & Cartage	491.35	
Bond	290.76	
Home Office & General Overhead	818.95	
		30,236.16
Total Cost		$41,767.66

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	15,982	Cu. Yd.	$ 2,752.87	$0.172
Drill & Shoot	"	" "	1,527.58	0.095
Load & Haul to Crusher	"	" "	7,474.45	0.467
Crushing	"	" "	11,211.18	0.701
Haul to Stockpile (Av. Haul 11.3 Mi.)	"	" "	16,762.41	1.025
Stockpiling	"	" "	2,039.17	0.127
	15,982	Cu. Yd.	$41,767.66	$2.587

The crusher operated 320 hours for an average production of 49.9 cu. yd. per working hour.

Remarks:

This was a "State Project" calling for the furnishing of approximately 15,000 cu. yd. of crushed rock in stockpiles on the Central Oregon, John Day-Burns and Burns-Crane highways. The project was bid April 13th, 1955. Work started September 10th, 1955 and the project was completed November 29th, 1955.

On September 10th, 1955 the contractor started moving in a three-crusher unit into a State quarry located 0.7 mile west of M.P. 128.6 on the Central Oregon Highway. This quarry consisted of talus and solid rock; therefore, very little drilling and shooting was required. The plant was fed with a 3/4 cu. yd. shovel, two 6-yard dumptors and D-7 cat pushing to shovel part time. All crushed material was hauled to stockpiles in hired trucks.

The contractor, looking at this project, mistook a cinder deposit for the state-designated quarry which was located in behind the cinder deposit, which is located 2.5 miles south of M.P. 20.7 on the Burns-Crane Highway. This reflected in a cheaper bid price, causing the contractor to suffer a loss from this project.

Note: Unable to get cost from contractor until December 19th, 1956.

M. N. Juve
Chief Cost Analyst

By . . K. T. Wechter

RECEIVED
JUN 8 - 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

13-4308		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4394	4-Final	E. H. Itschner Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1570	B-142196	$ 1,534.48	2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: to Nov. 30, 1955

Completion Date: Nov. 28, 1955

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-7-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: JUN 7 1956

Ruth Rawlings

RECEIVED
JAN 30 1956
FOR FILING

13-8348
4394

January 27, 1956

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4394 for rock production on the Burns Section of the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County was completed by the contractor, E. H. Itschner Co., on November 28, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,534.48 will be released to the contractor after acceptance by the Commission. The total contract amount is $38,768.62 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
JF

RECEIVED
JAN 6 1956
FOR FILING

13-4[illegible]
4394

6

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 4, 1956

[illegible]. H. Itschner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1956 had under discussion your request for an extension of time from July 31 to November 30, 1955 within which to complete your contract no. 4394. for rock production on the Burns Section of the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Alvin Wallace,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 29 1955
FOR FILING

13 8308
4394

December 29, 1955

Certified Mail

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. on contract No.4394, for rock production on the Burns Section of the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County.

This payment, in the amount of $11,132.94, will be released to the contractor on or after January 9, 1956. The retained percentage is $1,151.57.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
DEC 6 - 1955
FOR FILING

13- 8308
4394

December 5, 1955

Request for extension of time
No. 22
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from E. H. Itschner for an extension of time on the Burns rock production project, Contract No. 4394, from July 31, 1955 to November 30, 1955.

This contractor was a successful bidder on three rock production contracts in Division V this season and coordinated his work to coincide with State requirements for rock this past summer. The rock from this contract was not needed until the 1956 season, and we suffered no inconvenience nor added expense because of the overrun in time.

I would recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt 1g

13 8308

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

M

For Week Ending December 3, 1955

Section Burns

Kind of work Rock Production

Highway Central Oregon, John Day-Burns, & Burns-Crane

Section prefix 13-8308

Contractor E. H. Itschner

Contract number 4394

Date of contract April 13, 1955

Date of completion July 30, 1956

Date work started September 8, 1955

Estimated date of completion November 28, 1955

Project authorization $41,692.50

Exclusive of Engineering $38,727.70

Per cent of time elapsed 100%

Estimated cost of completed project, exclusive of engineering $38,385.72

Estimated per cent overrun or underrun 00%

Per cent of contract completed, based on total contract price 100%

Engineering authorization $2,964.80

Engineering cost to date $1806.11, 61%

Date project was completed November 28, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished shaping piles on this project Monday.

Field party finished measuring stockpiles ~~Monday~~. Tuesday

Contractor moving equipment out of setup this week.

FINAL REPORT THIS PROJECT.

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
DEC 5 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
V. D. WOLFE

Signed Alan J Wallace

Address Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			15,400		
Total quantities corrected to date			16,098		
Estimated quantities moved or placed to date			16,098		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			9		
Average force on project for week			1		

Men [illegible] One man shaping piles

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ..1.........., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fog	None	
Tuesday	Cloudy	"	
Wednesday	Snow Cloudy	"	
Thursday	Snow	"	
Friday	Clludy	"	
Saturday			

RECEIVED
NOV 15 1955
FOR FILING

FORM E-90X 37½ 3-54 78730

13-3301
4394

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1955

SUBJECT: Burns Rock Production
John Day-Burns, Burns-Crane
Contract No. 4394

To:

Mr. A. F. Parson
Division Engineer

Reference is made to Laboratory Report No. 379767, dated November 9, 1955, showing that 2% excess material was retained on the ¼-inch screen of the ¼"-#10 crushed rock oil aggregate. This is an improvement over material under the same contract, represented by samples dated November 3, 1955, but still fails to meet our specifications.

Will you please instruct the resident engineer to improve the quality of this material. It is suggested that plant site screening can be of assistance in adjusting the plant operations to produce acceptable material.

Also, have the samples taken after corrective action marked so as to clearly show that they represent material produced after such action is taken.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
NOV 1[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1955
FOR FILING

FORM E-90X 37½ 3-54 73730

13-X30X
4211

NOTED
W. C. WILLIAMS

3

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1955

SUBJECT: Burns Rock Production
John Day-Burns, Burns-Crane
Contract No. 4394

To:

Mr. A. F. Parson
Division Engineer

Reference is made to Laboratory Reports 379368 and 379369, dated November 3, 1955, in which the gradation of Maintenance Paving Aggregate has an accessive amount (19 and 13% respectively) retained on the ¼-inch screen, as required by Sections 2.18.5 and 2.18.12, pages 79 and 81 of the Standard Specifications.

Will you please instruct the resident engineer to tighten his inspection on this project so that the material will comply with our specifications.

Also, will you please have him mark samples of the material taken after corrective action, so marked that it is clear that the samples represent corrected materials.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
MAY 27 1955
FOR FILING

B

13-8308
4394.

May 27, 1955

C
O
P
Y

E. H. Itschner Co.
Molalla,
Oregon

Gentlemen:

We are enclosing herewith for your records and files copies of the following contracts which were awarded to you by the State Highway Commission on April 13, 1955, as follows:

Contract No. 4393, for rock production on the Prairie City-Baker County Line Section of the John Day Highway in Grant and Baker Counties.

Contract No. 4394, for rock production on the Burns Section of the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County.

A copy of each of the above contracts is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 15 1955
FOR FILING

13-4300
4314

April 15, 1955

E. H. Rechner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4394 for the Burns Rock Production Project on the Central Oregon, John Day-Burns and Burns-Crane Highways in Harney County.

This award was based on your bid of $36,960 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

315-1709 Talent ([illegible] St.) Paving 1955
Project
4305

RECEIVED
APR 26 1956
FOR FILING

315-1209

4395

ASSIGNMENT

Date: **April 20, 1956** No. 6489 By wcw

Description: **Confidential Information questionnaire from Bureau of Contract Information regarding Max J. Kuney Co., Inc. Spokane, on Contract 4395, US99, Creswell.**

Acknowledged by____ Referred to **Cooper** ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: **Please fill in.** [illegible]
WCW [illegible]
4-25-56

PLEASE RETURN TO
W. C. WILLIAMS

4/25
Ready for signature Ead.

Executed 4-25-56 Report Received________

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 23, 1955

ONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4395	4-Final	M. C. Lininger & Sons	
OUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19079	B-132449	$ 968.00	9/23/55

. H. B. Glaisyer:

e warrant listed above is in payment of the final estimate of the above described ntract. The warrant will be held in the Accounting Division until advised by you at release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

pecified completion Date: **Sept. 30, 1955**

ime Extensions: **None**

mpletion Date: **Aug. 6, 1955**

ate Accepted: **Aug. 11, 1955**

enalties: **None of record**

laims: **None of record**

emarks:

Date: **9-27-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By
Ass't. Secretary

Warrant Mailed: SEP 27 1955

Ruth Rawlings

RECEIVED
SEP 14 1955
FOR FILING

315-1711
4395

September 13, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
609 Henry Bldg.
Portland, Oregon

Gentlemen:

State highway contract No. 4395 for work performed on Main Street in the City of Talent was completed by the contractor, M. C. Lininger & Sons, on August 6, 1955 and was formally accepted by the Highway Commission August 11, 1955.

Final payment in the amount of $968.00 will be released to the contractor on or after September 23, 1955. The total contract amount is $10,643.52, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn

cc - Maryland Casualty Company
Baltimore 3,
Maryland

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

NOTED ON CARD
9-13-55

RECEIVED
AUG 5 - 1955
FOR FILING

215 - 1709
[illegible]

August 5, 1955

CERTIFIED MAIL

Hanson & Rowland, Inc.
609 Henry Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to W. C. Lininger & Sons on contract No. 4395, for paving on the Talent (Main Street) Section in Jackson County.

This payment, in the amount of $1,046.86, will be released to the contractor on or after August 15, 1955. The retained percentage is $500.00.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

315-1709

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 23 July 55, 19

Section Talent (Main Street)

Kind of work paving

Highway City Street

Section prefix 315-1709

Contractor M C Lininger & Sons

Contract number 4395

Date of contract 13 Apr 55, 19

Date of completion 30 Sept 55, 19

Date work started 2 May 55, 19

Estimated date of completion , 19

Project authorization $ 13,317.19

Exclusive of Engineering $ 12,370.19

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $ 10,175.52

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 947.00

Engineering cost to date $ 947.00, 100 %

Date project was completed 20 July 55, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the shoulder work on the project Wednesday.

Semi-final data was mailed to the Division Office on Friday.

NOTED
OSCAR CUTLER

NOTED
W. T. WRIGHT

NOTED

Signed WB Merrill, Resident Engineer

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

3/4"-0 mat
2"-0 mat

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0;27			0.27
Miles partially completed					
Miles completed		0.27			0.27
Total estimated quantities		866			811.685
Estimated quantities moved or placed to date		866			811.685
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 2, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	clear		
Tuesday	clear		
Wednesday	clear		
Thursday	clear		
Friday	clear		
Saturday			

VED
1955
ILING

-1709
396

May 27, 1955

C
O
P
Y

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are enclosing herewith for your records and files copies of the following contracts which were awarded to you by the State Highway Commission on April 13, 1955, as follows:

Contract No. 4395, for paving Main Street in the City of Talent in Jackson County.

Contract No. 4396, for paving 1st Street in the City of Phoenix in Jackson County.

A copy of each of the above contracts is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 15 1955
FOR FILING

313-1109
4395

April 15, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4395 for paving Main Street at Talent in Jackson County.

This award was based on your bid of $11,837.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 8 1955
FOR FILING

215-1709
4395

April 7, 1955

Nona McAbee, City Recorder
City Hall
Talent, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Talent covering the Special City Allotment project on Main Street from Pacific Avenue to Second Street in the City of Talent.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 11 1955
FOR FILING

[illegible] Cash
Allocation
To Cities

Talent

6

Salem, Oregon
April 7, 1955

Sp. State Tax St Fund
# 78

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Talent covering the Special City Allotment project on Main Street in the City of Talent.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Talent, Oregon.

Secretary

FH
Attach: 1

Jenny
to file

3-8-55

ORDINANCE NO. ________

An Ordinance providing for a form of agreement by and between the Town of Talent, Oregon, and the State of Oregon, acting by and through its State Highway Commission, for the improvement of Main Street from old Pacific Highway to Second Street, a distance of 0.33 mile, and declaring an emergency.

WHEREAS, the Town of Talent, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Main Street from Pacific Avenue to Second Street, a distance of approximately 0.33 mile; and

WHEREAS, in the form of agreement, prepared by the State Highway Commission, a copy of which, marked "Exhibit "A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the Town of Talent to pay all costs in excess of said $15,000.00;

THE TOWN OF TALENT DOES ORDAIN AS FOLLOWS:

Section 1: That that certain form of agreement herein above referred to be entered into by the Town of Talent, Oregon, and the State of Oregon, act-

[illegible] with [illegible] arrangement [illegible] such as this [illegible] will [illegible] if any. [illegible] $15,000. instead of [illegible] as [illegible] proposed. [illegible]

3-8-55

ORDINANCE NO. ________

An Ordinance providing for a form of agreement by and between the Town of Talent, Oregon, and the State of Oregon, acting by and through its State Highway Commission, for the improvement of Main Street from old Pacific Highway to Second Street, a distance of 0.33 mile, and declaring an emergency.

WHEREAS, the Town of Talent, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Main Street from Pacific Avenue to Second Street, a distance of approximately 0.33 mile; and

WHEREAS, in the form of agreement, prepared by the State Highway Commission, a copy of which, marked "Exhibit "A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the Town of Talent to pay all costs in excess of said $15,000.00;

THE TOWN OF TALENT DOES ORDAIN AS FOLLOWS:

Section 1: That that certain form of agreement herein above referred to be entered into by the Town of Talent, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Main Street from Pacific Avenue to Second Street, a distance of approximately 0.33 mile is hereby approved and accepted as submitted.

Section 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3: WHEREAS, it is necessary that said improvements be made in the Spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the Town of Talent, Oregon, an emergency is declared to exist and this Ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

The foregoing Ordinance was duly passed, under a suspension of the rules, at an adjourned meeting of the Common Council held on the 8th day of March, 1955, the vote being as follows:

Ayes 5

Nays 0

Approved:

____
Mayor,

To all of which I hereby certify:

____
Recorder

FEB 18 1955

Fin. & Accts

Allocations

FORM [illegible]

So. Cities

Talent

COPY

file

TOWN OF TALENT

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1955

SUBJECT: City of Talent
$250,000 Fund Project

To: Mr. W. C. Williams
OFFICE

The city officials of Talent have been contacted with regard to the need for increased thickness of pavement on Main Street. After consideration they have decided, due to their financial situation, to accept the plan shortening the project 700' on the south end of the job, at an estimated cost of $15,000.

John W. Cattrall
Engineer, County and City Relations

By (sgd) H. C. Ayers

H. C. Ayers
Field Engineer

HCA:mm

cc: S. H. Probert
H. G. Smith

Memorandum to Mr. Cooper
with notation "Please
arrange to cut project
back so that total cost,
including survey costs,
if any, will not exceed
$15,000. Use 1" A.C.
instead of 2" as formerly
proposed." WCW
jal

[illegible]T, Town Recorder
KEITH THORESON, Mayor
C. G. SCHARFE, Treasurer

TOWN OF TALENT

Jackson County, Oregon

TOWN COUNCIL:
B. O'HARRA
LEO JACOBS
COLLIER LEAMING
RICHARD BRADFORD
WAYNE COWDRY
RUDY CONNER

Talent, Oregon

February 16, 1955

NOTED
Harold [illegible]

Atten: Harold C. Ayers

Oregon State Highway Commission
County and City Relations
Salem, Oregon

Gentlemen:

In regards to the question of our street work on Main Street, It was agreed at a meeting last evening, to accept the # 3 proposition. The job costing $14,977.75.

Very truly yours,
Nona McAbee Recorder
Town of Talent

RECEIVED
[illegible] 17 1955

OREGON STATE HIGHWAY
COMMISSION
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Talent (Main Street) Section

Item	price	# 1		# 2		# 3	
Grader	13-	20	260-	20	260-	15	195-
Manholes	75-	4	300-	4	300-	3	225-
0 Crushed Rock	3-	1450	4350-	1250	3750-	800	2400-
Crushed Rock	3^{50}	700	2450-	600	2100-	460	1610-
rkling	4-	60	240-	50	200-	32	128-
ss "B"	10- (450)	1280	12800-	1040	10400-	840	8400-
			20,400-		17,010		12,958
	+12½%		2550-		2126^{50}		1619^{75}
Prelim. Engr.			400-		400-		400-
			$ 23,350-		$ $19,536^{50}$		$ $14,977^{75}$

#1 Complete Job with 4" A.C.
#2. Cut 300' off South end of Job 4" A.C.
x #3 Cut 700' off South end of Job 4" A.C.

K. D. Thoreson Mayor
Mrs. Nora McAbee - Recorder
Rudy Conner - Chairman of Council

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 1, 1955

NOTED
Harold C. Ayers

SUBJECT: Base Design Charts

To: Mr. Tom Edwards
Division Engineer
Division III
Roseburg, Oregon

Dear Sir:

Reference is made to the Main Street Section, of the Talent City Streets.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 356237, 356238, and 356239.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
A. L. Chapman
County and City
H. S. Hager

FORM E-30 20M 9-51 99019

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
Feb. 1, 1955

SUBJECT: Base Design Charts

To: Mr. Tom Edwards
Division Engineer
Division III
Roseburg, Oregon

Dear Sir:

Reference is made to the Main Street Section, of the Talent City Streets.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 356237, 356238, and 356239.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

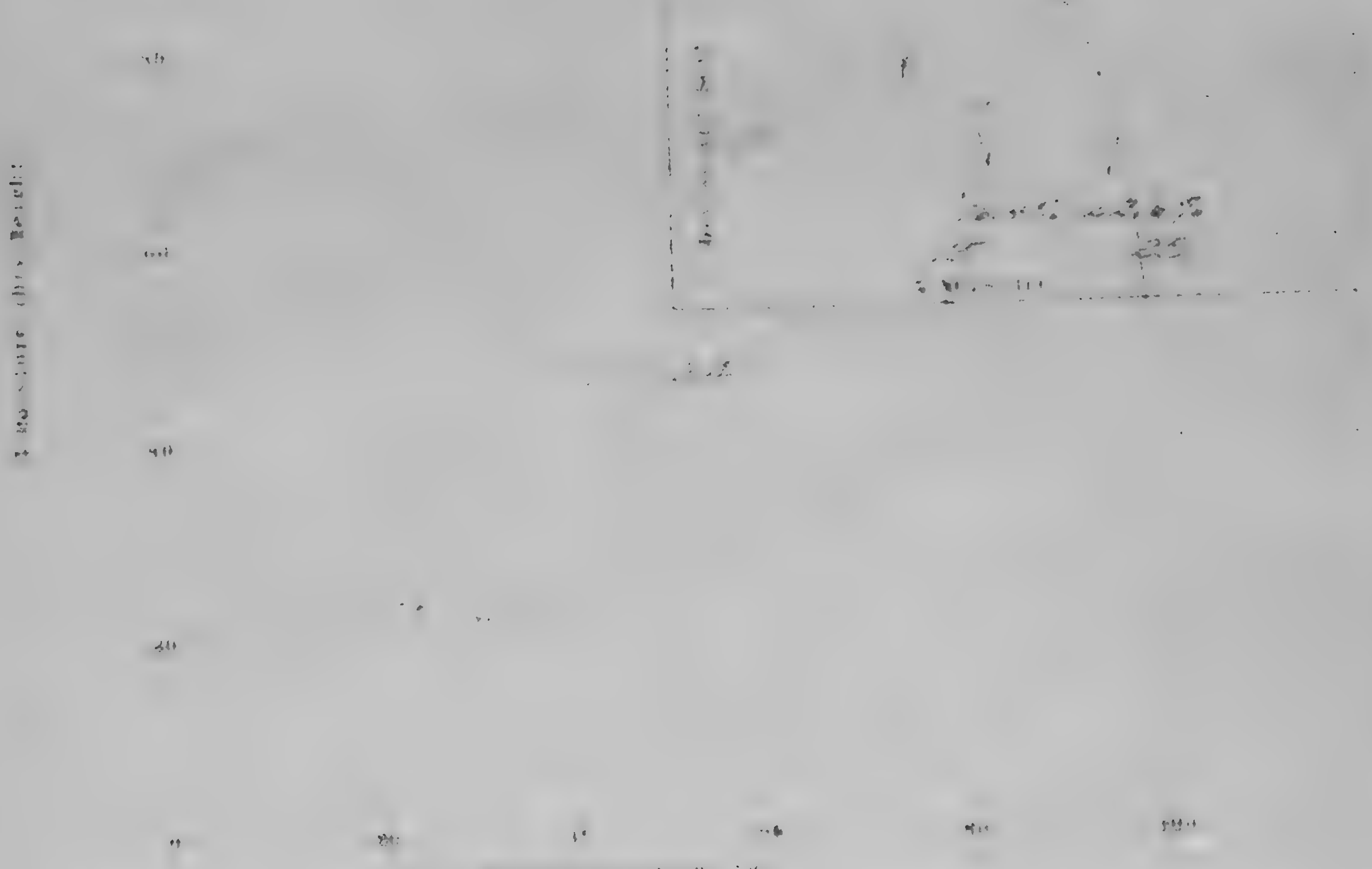
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

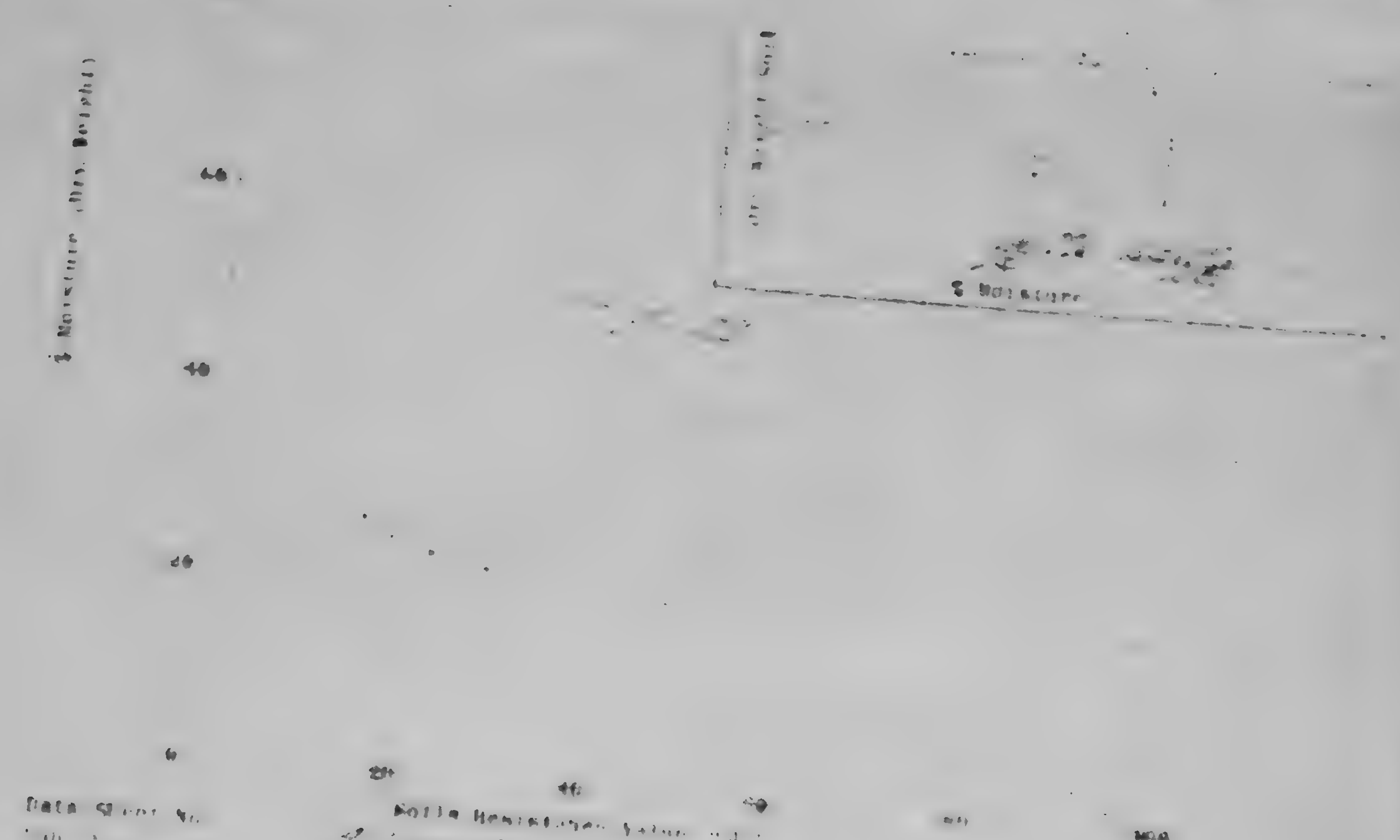
By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
A. L. Chapman
County and City
H. S. Unger



[illegible]

Compaction
Dry 20.2 %
Plus Sat 3.0 %
Total 23.2 %



Data Sheet No.
Lab. No.
LL
PI
Pass 200 Screen 64 %
HYDROMETER ANALYSIS
Particles Larger than 2.0 mm
Coarse Sand
Fine Sand
Silt
Clay
Natural Moisture

NOTE

[illegible]

Base & Wear [illegible] Traffic [illegible]
Plus for [illegible] Reduction
[illegible] Erosion Surface
Plus 25% Increase
Plus Bearing Surface
Total Base & Wear

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section [illegible]
Sec. [illegible]
Station [illegible]
Depth [illegible]
Date [illegible]
To be used [illegible]
Profile No.
County
Date
Reported by

Form [illegible] Rev
Special [illegible] Equipment

October 26, 1954

Mr. Harold C. Ayers
Field Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

The Town of Talent will make up the difference between bid and allotment for work done on Main St. in Talent, Oregon.

Thank you.

Very truly yours,

K. V. Thoreson

Keith V. Thoreson
Mayor

KVT:gjt

6-8-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of TALENT is an incorporated city of the State of Oregon, and has a population of 739, as given by the latest official census, and

WHEREAS, the following streets of said city, Main Street

RECEIVED
JUN 21 1954
ENGINEER
CO[illegible] R[illegible]IONS

Form cc-50 (1953 Rev.)
Special City Allotment

FROM OLD PACIFIC HIGHWAY TO WEST ST.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

MAIN STREET

At present there is from 100 to 200 loads of logs passing over this street daily

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of ______________ does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate ______________ as the official representative of the city in all negotiations resulting from this request.

Passed and approved this ____ day of ______________, 19__.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - - - -

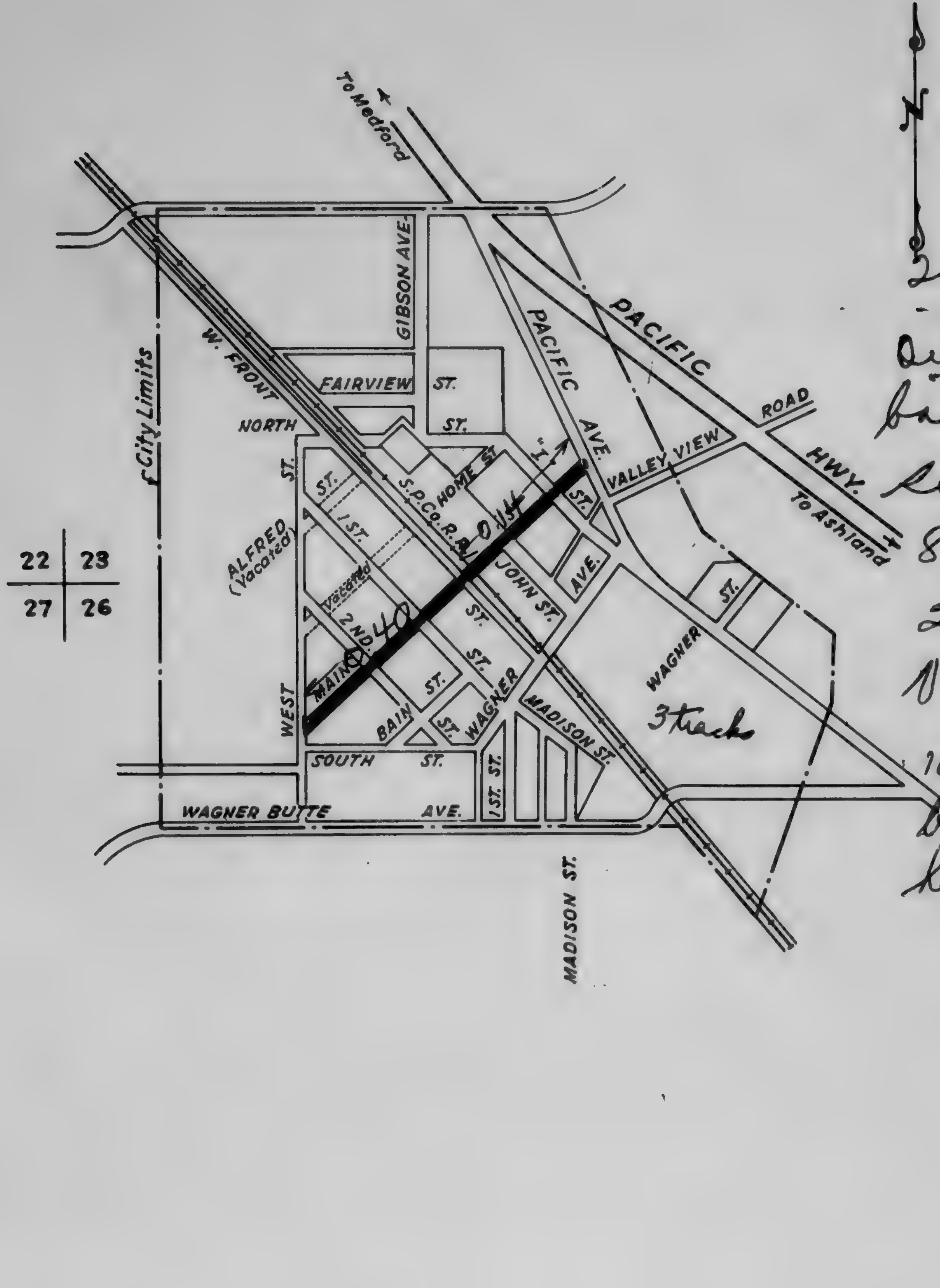
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of ______________ at a regular or special meeting of said Council, held on the ____ day of ______________, 19__, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this ____ day of ______________, 19__.

____
City Recorder

TALENT

Scale 1"=800'


To Medford
W. FRONT
GIBSON AVE.
FAIRVIEW ST.
NORTH ST.
PACIFIC AVE.
PACIFIC HWY.
VALLEY VIEW ROAD
To Ashland
City Limits
HOME ST.
S.P.Co.R.R.
1ST.
ALFRED (Vacated)
Vacated
2ND.
MAIN
ST.
JOHN ST.
AVE.
WAGNER ST.
WEST ST.
BAIN ST.
WAGNER ST.
MADISON ST.
SOUTH ST.
1ST. ST.
WAGNER BUTTE AVE.
MADISON ST.
0.40
0.14
1
N
3 tracks
22
23
27
26

Total 0.40 mile

Oiled light
base not suff
Sewer down
8' from C/L
20' pavement
Very heavy traffic
16' fair condition
Balance broken
heavily patched

31 -[illegible] [illegible] (First St.) Paving 1957
[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 23, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4396	4-Final	M. C. Lininger & Sons	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19080	N-132450	$ 1,032.55	9/23/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Sept. 30, 1955**

Time Extensions: **None**

Completion Date: **Aug. 6, 1955**

Date Accepted: **Aug. 11, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **9-27-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't Secretary

Warrant Mailed: SEP 27 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 14 1955
FOR FILING

315-1710

4396

September 13, 1955

CERTIFIED MAIL

Hansen & Rowland Inc.,
609 Henry Bldg.
Portland, Oregon

Gentlemen:

State highway contract No. 4396 for work performed on 1st Street in the City of Phoenix in Jackson County was completed by the contractor, M. C. Lininger & Sons, on August 6, 1955 and was formally accepted by the Highway Commission August 11, 1955.

Final payment in the amount of $1,032.65 will be released to the contractor on or after September 23, 1955. The total contract amount is $10,766.78, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________
Floyd Query, Assistant Secretary

rn

cc - Maryland Casualty Company
Baltimore 3,
Maryland

Hansen & Rowland, Inc
Puget Sound Bank Bldg.
Tacoma, Washington

NOTED ON CARD
9-13-55
rn

6.

ECEIVED
AUG 9 - 1955
OR FILING

315 - 1710
4396

August 8, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. C. Lininger & Sons on contract No. 4396, for paving on the Phoenix (1st Street) Section in Jackson County.

This payment, in the amount of $6,929.73, will be released to the contractor on or after August 18, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

710

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

		For Week Ending	23 July 55, 19
Section	Phoenix (1st Street)	Kind of work	paving
Highway	City Street	Section prefix	315-1710
Contractor	M C Lininger & Sons	Contract number	4396
Date of contract	13 Apr 55, 19	Date of completion	30 Sept 55, 19
Date work started	2 May 55, 19	Estimated date of completion	, 19
Project authorization	$ 12,650.63	Per cent of time elapsed	60 %
Exclusive of Engineering	$ 11,751.03		

Estimated cost of completed project, exclusive of engineering $ 11,300

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 899.60

Engineering cost to date $ 800.00, 89 %

Date project was completed 22 July 55, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

City of Phoenix paved remainder of block between Sta 11+50 to 14+27 Friday, so Rogue River Paving Co put off the paving of five driveways on this section until today.

Contractor completed the hauling of 3/4-0 material for the shoulders on Thursday.

NOTED
OSCAR CUTLER

NOTED

NOTED
W. T. WRIGHT

Signed W B Merril, Resident Engineer

Address Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
iles in project		0.27			0.27
iles partially completed					
iles completed		0.27			0.27
tal estimated quantities		1000			
timated quantities moved or placed to date		1000			
erage daily quantities					
erage daily quantities necessary to complete project on time					
mber shifts per day		1			1 (1 day)
urs per shift		3			8
erage force on project for week		5			12

rcentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
n							
n and teams							
n and trucks under 3 tons							
and trucks over 3 tons							
n and tractors							

uipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., trucks . 3 water wagon 1 AC plant 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
nday	clear		
nday	clear		
esday	clear		
dnesday	clear		
ursday	clear		
iday	clear		
urday			

ECEIVED
MAY 27 1955
OR FILING

315-1710
4396

3

May 27, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We are enclosing herewith for your records and files copies of the following contracts which were awarded to you by the State Highway Commission on April 13, 1955, as follows:

Contract No. 4395, for paving Main Street in the City of Talent in Jackson County.

Contract No. 4396, for paving 1st Street in the City of Phoenix in Jackson County.

A copy of each of the above contracts is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

April 19, 1955

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Mrs. Pearl S. Loomis
City Recorder
Phoenix, Oregon

Dear Madam:

On April 13, 1955 the State Highway Commission awarded Contract #4396 to M. C. Leninger and Sons for the paving of First Street in Phoenix. The estimated cost based on this bid is as follows:

Contract Items	$11,245.00
Engineering & Contingencies	1,405.63
Survey	300.00
Total.......	$12,950.63

Enclosed for your records is a copy of the contract and plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
APR 15 1955
FOR FILING

315-1710
-1:16

April 15, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4396 for paving First Street in Phoenix in Jackson County.

This award was based on your bid of $11,245 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 8 1955
FOR FILING

215-1710
4396

April 7, 1955

Pearl S. Loomis, City Recorder
City Hall
Phoenix, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Phoenix covering the Special City Allotment project on First Street from Main Street to "C" Street in the City of Phoenix.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 11 1955
FOR FILING

Div. of Accts
Allocations
To Cities

Phoenix

Salem, Oregon
April 7, 1955

Sp. State Tax St. Funds
#46

Mr. John W. Cattrell
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Phoenix covering the Special City Allotment project on First Street from Main Street to "C" Street in the City of Phoenix.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Phoenix, Oregon.

Secretary

rn
Attach: 1

query to file

FORM E-30 25M 9-51 ER315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

L

Attached are three copies each of agreements covering the following Special City Allotment projects:

City of Phoenix - First Street
City of Stayton - Tenth Street
City of Talent - Main Street

Two copies of each agreement have been executed by the proper city officials and are now ready for presentation to the Highway Commission. The executed copies require your signature of approval.

These projects were approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
MAR 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

12-7-54 Minute Page 29
HB Glaisyer
Secretary

3-11-55

ORDINANCE NO. 120

AN ORDINANCE providing for a form of agreement by and between the City of Phoenix, Oregon and the State of Oregon acting by and through its State Highway Commission, for the improvement of First Street from Main Street to "C" Street, a distance of approximately 0.27 miles, and declaring an emergency.

WHEREAS the City of Phoenix, Oregon has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS the State Highway Commission has accepted such application for the improvement of First Street from Main Streetto "C" Street, and

WHEREAS in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen thousand Dollars ($15,000.00), and the City of Phoenix, Oregon has agreed to pay all cost in excess of Fifteen thousand Dollars ($15,000.00);

THE PEOPLE OF THE CITY OF PHOENIX, OREGON DO ORDAIN AS FOLLOWS:

SECTION 1: That that certain form of agreement hereinabove referred to be entered into by the City of Phoenix, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of First Street from Main Street to "C" Street, a distance of approximately 0.27 miles, is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3: WHEREAS it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Phoenix, Oregon, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor.

Ayes 6

Nays 0

Submitted to and approved by the Mayor on the 11th day of March, 1955.

Mayor

ATTEST: J. Glassen

Pearl S Loomis
Recorder

City Recorder
PHOENIX, OREGON

NOTED
J. W. CATTRALL

2/21 - 1955

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY COMMISSION
SALEM OREGON.
Att. HARold C. Ayers,
Field Engineer .

Dear Sir -

In regard to your talk with Mayor Dan H. Adams of Phoenix - he has consultrd with the Council and the Street Commission and instructs me to inform you that they will meet your terms as proposed.

Namely - If the allotted $ I5,000. does not cover the cost of the reconstruction of Ist Street in Phoenix the City agrees to pay up to I0% of the allotted sum to complete it .

Sincerely Yours

Pearl S Loomis

City Recorder
City of Phoenix.

RECEIVED
FEB 23 1955
ENGINEER
COUNTY [illegible] RELATIONS

RECEIVED
FEB 22 1955
STATE [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
Feb. 1, 1955

NOTED
Harold C. Ayers

SUBJECT: Base Design Charts

RECEIVED
FEB 2 1955
ENGINEER
CO

To: ~~Mr. Tom Edwards~~
~~Division Engineer~~
~~Division III~~
~~Roseburg, Oregon~~

Dear Sir:

Reference is made to the 1st Street Section, of the Phoenix City Streets.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 356240, 356241, and 356242.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

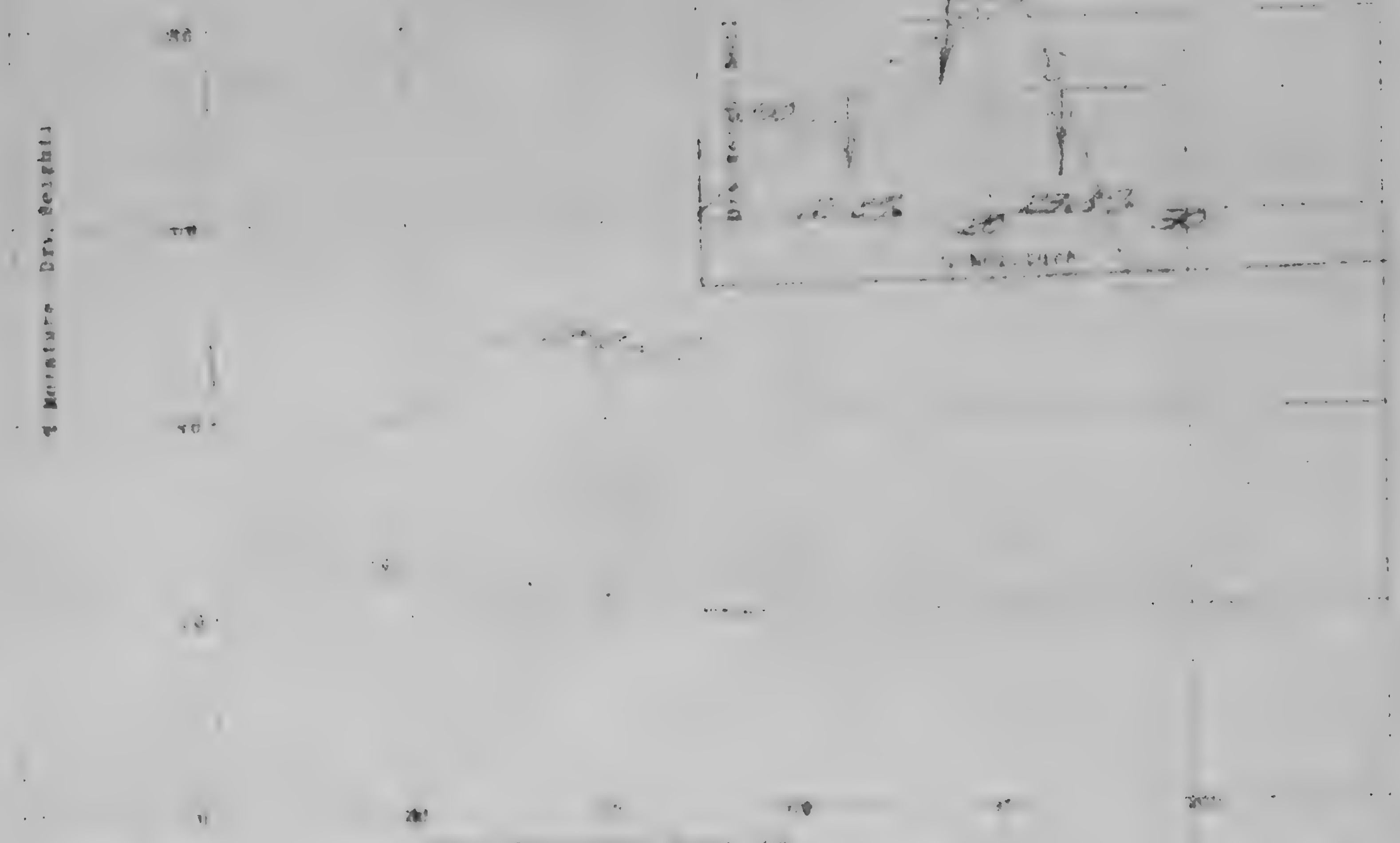
By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc K. G. Smith
Resident Engineer
County and City
H. S. Unger

1458 Compaction

Opt. 24.3 %

Total 25.3



[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
Pass 200 Screen	[illegible]
Hydrometer Analysis	
Particles Larger than	
2.0 mm	[illegible]
Coarse Sand	[illegible]
Fine Sand	[illegible]
Silt	[illegible]
Clay	[illegible]
[illegible]	[illegible]

NOTE

[illegible]

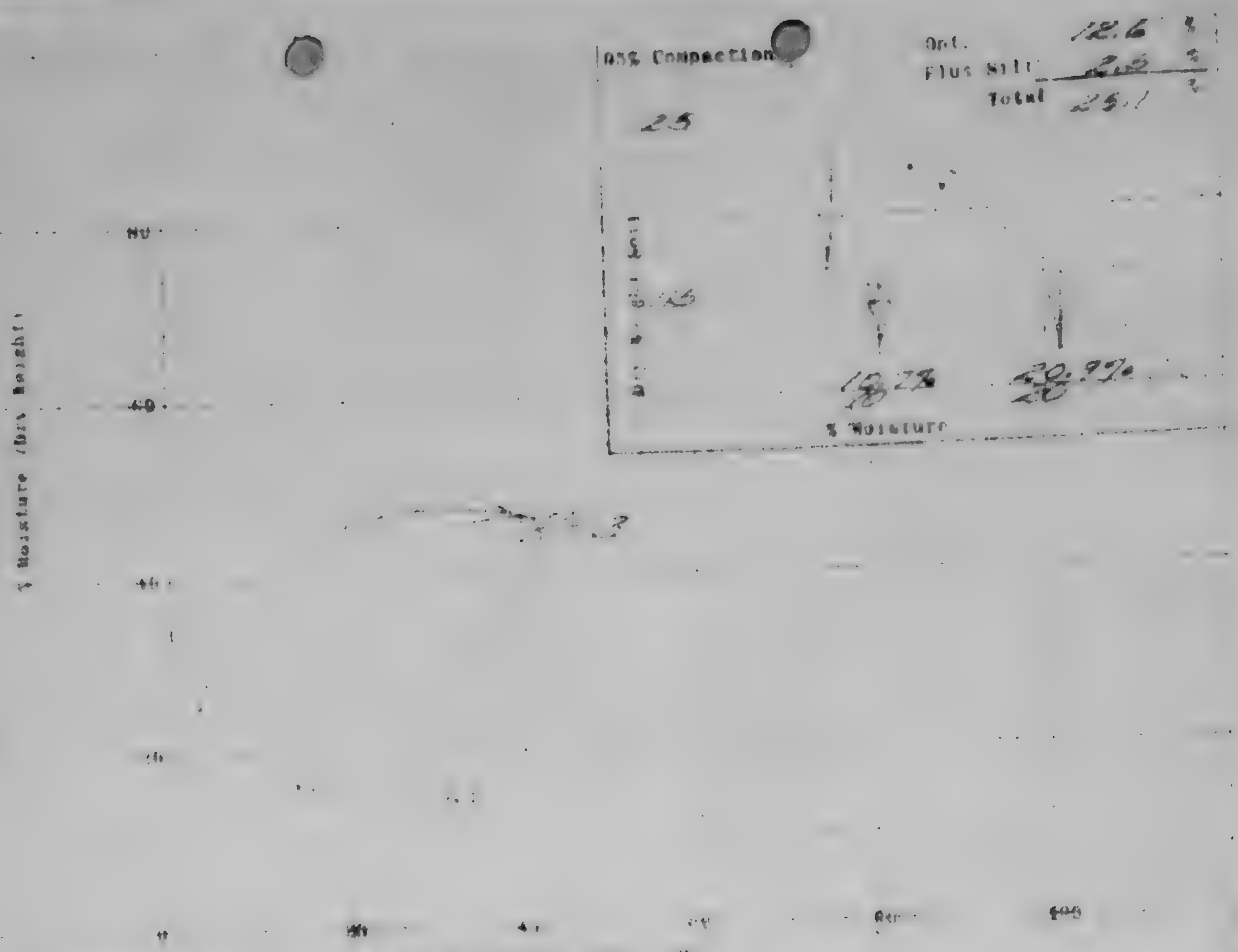
Base & Rock [illegible] Inches	16.5
Stone Base Required	
[illegible]	5.0
	15.5
[illegible]	3.5
[illegible] Surface	[illegible]
Total Base & Rock	20.0

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

[illegible]

[illegible]



Soils Resistance Value (R)

Data Sheet No.	[illegible]
Lab. No.	[illegible]
LL	[illegible]
PI	[illegible]
Pass 200 Screen	18.5 %
MECHANICAL ANALYSIS	
Particles Larger than 2.0 mm	[illegible] %
Coarse Sand	[illegible] %
Fine Sand	[illegible] %
Silt	24.3 %
Clay	[illegible] %
Se	[illegible]
Saturated Moisture	%

NOTE

This [illegible] requirements for this particular soil after consideration of the [illegible] grain size conditions. For design purposes it will be necessary to consider the quantity of cut representing this soil and the possible reduction of base thickness by the use of better [illegible] in the upper portions of cuts and fills. If frost boils prevail in area base depth would [illegible] upon above.

Zone & Wear [illegible] Traffic	[illegible]
[illegible]	[illegible]
[illegible]	19.0
[illegible]	3.0
	16.0
[illegible]	4.0
[illegible] Surface	3.0
Total Base & Wear	23.0

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section [illegible]

Hwy. [illegible]

Station [illegible]

[illegible]

Date [illegible]

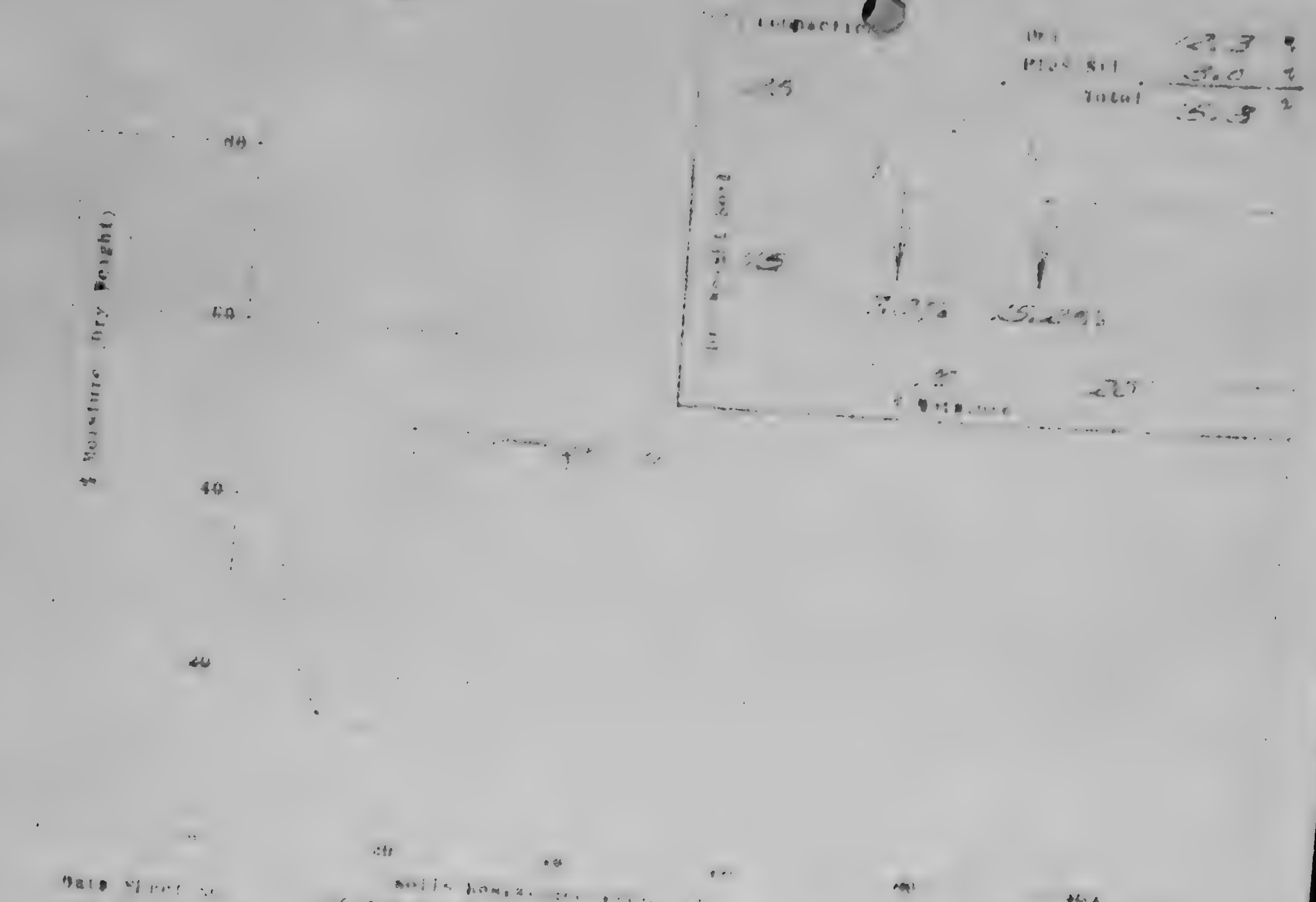
To be used Subgrade Emb.

Project No.

County Jackson

Date [illegible]

[illegible]



Data Sheet No.	
Lab. No.	[illegible]
LL	[illegible]
PI	[illegible]
Pass 200 Sieve	[illegible]
HYDROMETER ANALYSIS	[illegible]
Particles smaller than 2.0 mm	
Coarse Sand	[illegible]
Fine Sand	[illegible]
Silt	[illegible] %
Clay	[illegible] %
Ke	[illegible]

Base & Surf. [illegible] Traffic	[illegible]
Minus [illegible]	[illegible]
Total Bearing Surface	6.0
	3.0
[illegible]	3.0
Plus Wearing Surface	[illegible]
Total Base & Surf.	[illegible]

Natural moisture

NOTE [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible] DIVISION

BASE DESIGN CHART

Section [illegible]

Sec. [illegible]

Station [illegible]

Date [illegible]

[illegible]

To be used [illegible]

Contract No.

[illegible]

[illegible]

NOTED
Harold C. Ayers

December 9, 1954

Mrs. Olive B. Richards
City Recorder
Phoenix, Oregon

Dear Madam:

On December 7, 1954, the State Highway Commission approved the project requested in the City's resolution dated May 3, 1954, to be constructed from the 1955 Special City Allotment fund.

The project as approved is described in the attached summary. You will be contacted at a later date to work out the details of the project and to negotiate an agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

5-3-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of [illegible] is an incorporated city of the State of Oregon, and has a population of 746, as given by the latest official census, and

WHEREAS, the following streets of said city, First street

Form cc-50 (1953 Rev.)
Special City Allotment

is used very Heavy and is Breaking
[illegible] [illegible] fast and also 4th
street but [illegible] [illegible] 1st
[illegible] 4th street to be repaired.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

1st street is used commercially
very Heavy by Fruit trucks
lumber trucks and Farm equipment
[illegible] also 4th street the same

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Phoenix does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate John Klassen as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3 day of May, 1954

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

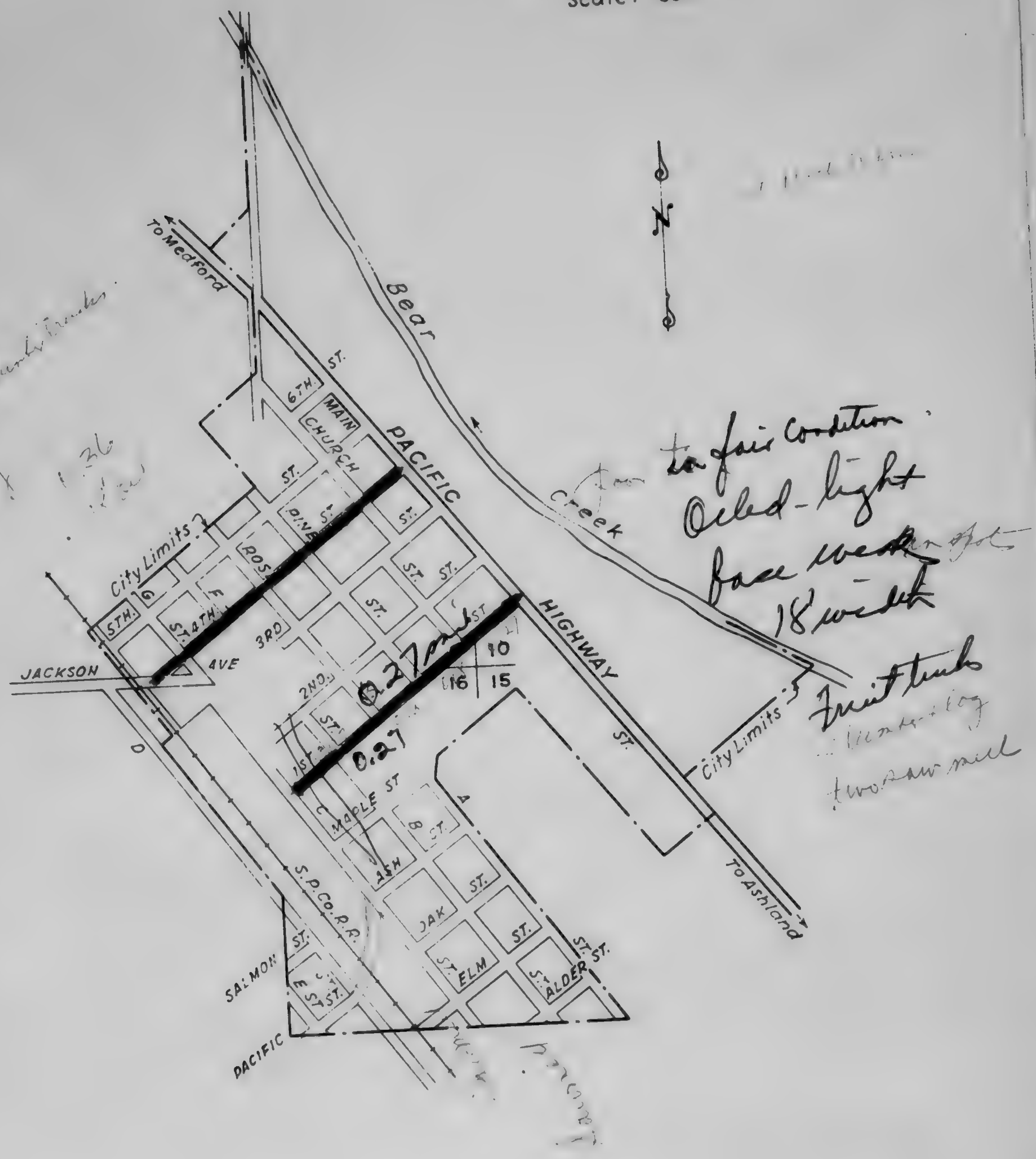
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Phoenix at a regular or special meeting of said Council, held on the 3d day of May, 1954 and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3d day of May, 1954

Olive B. Richards
City Recorder

PHOENIX

Scale 1"=800'


To Medford
Bear
Creek
6TH. ST.
MAIN
CHURCH
PACIFIC
HIGHWAY
ST.
PINE ST
ROSE
City Limits
G
F
5TH.
4TH
ST.
3RD
JACKSON
AVE
2ND.
1ST
10
16
15
0.27 mile
0.27
MAPLE ST
B ST.
ASH
OAK
ST.
ELM
ALDER
ST.
S.P.Co.R.R.
SALMON ST.
E ST.
PACIFIC
D
C
A
To Ashland
N

Heavy use ~~[illegible]~~ lumber trucks
Cracking badly

to fair condition
Oiled-light
base weak
18' width

Fruit trucks
two saw mill

Rev 8-18-49

[illegible]-1[illegible]2 [illegible] ([illegible] etc.) [illegible]
[illegible] project
1937

RECEIVED
OCT 12 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 6, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4397	3-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
20207	B-133551	$ 1,430.69	10/6/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: July 22, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

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SEP 27 1955
FOR FILING

SH-1702
4-17

September 26, 1955

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4397 for work performed on the city streets project in Madras, "E" and 10th Streets, Jefferson County was completed by the contractor, Warren Northwest, Inc., on July 22, 1955, and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $1,430.69 will be released to the contractor on or after October 10, 1955. The total contract amount is $10,123.96, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisifed, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Federal Insurance Company
Robert E. Wallace, Manager
320 California Street
San Francisco 4, California

noted on card
DC

1702)

Form E-1—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22, 19 55

Kind of work Paving

Section Madras ("E" & 10th Sts.)

Section prefix 316-1702

Highway City Streets

Contract number 4397

Contractor Warren Northwest, Inc.

Date of completion August 31, 19 55

Date of contract April 13, 19 55

Estimated date of completion July 22, 19 55

Date work started May 25, 19 55

Per cent of time elapsed 72 %

Project authorization $ 12,349.69

Exclusive of Engineering $ 11,471.49

Estimated cost of completed project, exclusive of engineering $ 10,580.00

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 878.20

Date project was completed July 22, 19 55

Engineering cost to date $ 812, 92 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The placing of the aggregate on the shoulders was completed on Thursday.

The blading and shaping of the shoulders was completed on Friday.

NOTED
H. G. SMITH

NOTED
OSCAR . CUTLER

RECEIVED
JUL 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Lowell M Stratton
Lowell M. Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.35			0.35
Miles partially completed					
Miles completed		0.35			0.35
Total estimated quantities		2,071.5			831.43
Estimated quantities moved or placed to date		2,071.5			831.43
Average daily quantities		371			
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		10			

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., 5 Trucks; 1 loader; 1 roller, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
MAY 10 1955
FOR FILING

314-1902
4397

May 9, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files four fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4397, for paving on the Madras ("E" & 10th Sts.) Section in Jefferson County, awarded April 13, 1955.

Contract No. 4411, for grading and paving on the Falls City (N. Main & Dayton Sts.) Section in Polk County, awarded April 14, 1955.

Contract No. 4414, for paving on the Shaniko ("E" & 4th Sts.) Section in Wasco County, awarded April 14, 1955.

Contract No. 4418, for paving on the Stayton (10th Street) Section in Marion County, awarded April 21, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

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APR 15 1955
FOR FILING

3 16-1912
4397

April 13, 1955

Warren Northwest, Inc.
P. O. Box 5074
Portland, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4397 for paving "E" and 10th Streets in Madras in Jefferson County.

This award was based on your bid of $10,977.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 7 1955
FOR FILING

216-1702
4347

April 7, 1955

Mr. Jos. M. Palin, City Recorder
City Hall
Madras, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Madras covering the Special City Allotment project on "E" Street and Tenth Street in the City of Madras.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

PR 11 1955 D
OR FILING

in & Acct
llocation
To Cities
Madras

Salem, Oregon
April 7, 1955

ST. state tax st. funds
#65

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Madras covering the Special City Allotment project on "E" Street and Tenth Street in the City of Madras.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Madras, Oregon.

Secretary

rn
Attach: 1

Memo to File

To

File No.

From

Date March 30, 1955

Subject State Highway Commission Assistance Allocations to Cities for Street Improvement.

City of Madras

I have checked Ordinance No. 169 with the City of Madras and compared the same with the City Charter on record in the Supreme Court Library with respect to the agreement to be entered into by the State Highway Commission with the said City.

Based on such examination, I approve the Ordinance as to form.

O. E. McAdams, Jr.
O.E. McADAMS, JR.

State Printing 75703

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
L. [illegible]
County and City
J. E. Scott

ORDINANCE NO 169

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF MADRAS, OREGON AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION FOR THE IMPROVE*MENT OF "E" STREET FROM THE EAST LINE OF 6TH STREET TO THE EAST LINE OF 10TH STREET AND 10TH STREET FROM THE NORTH LINE OF "E" STREET TO THE SOUTH LINE OF "C" STREET, A DISTANCE OF APPROXIMATELY 0.36 MILE AND DECLARING AN EMERGANCY.

Whereas the City of Madras, Oregon has heretofore made an application to the State Highway Commission for assistance in repair or reconstructing under the provision of ORS 366.800 and 366.805, and,

Whereas the State Highway Commission has accepted such application for the improvement of "E" Street from 6th Street to 10th Street and 10th Street to "E" Street to "C" Street a distance of approximately 0.36 mile, and,

Whereas in the form of an agreement prepared by the State Highway Commission a copy of which is marked "Exhibit A" is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to $15,000.00 and the City of Madras to pay all cost in excess of $15,000.00, the City of Madras, does ordain as follows:

Section 1. That that certain form of agreement hereinabove referred to be entered into by the City of Madras, Oregon and the State of Oregon acting by and through the State Highway Commission providing for the improvement of "E" and 10th Streets and is hereby approved and accepted as submitted.

Section 2. The Mayor and Recorder are hereby authorized and directed to execute such agreement in triplicate and to deliver such agreement to the State Highway Commission for execution by the said Commission.

Section 3. Whereas it is necessary that said improvement be made in the Spring and Summer of 1955 which the weather permits, and whereas the State Highway Commission can not award a contract for said improvement until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the City of Madras, Oregon, and an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor as authorized by the Charter dated September 16, 1947.

AYES 6
NAYES None

Submitted to and approved by the Mayor the 22 day of March. 55

E. M. Bone
Mayor

ATTEST:
John Palin
City Recorder

FORM [illegible]

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 26, 1955

NOTED
Harold C. A[illegible]

SUBJECT: Base Design Charts

[illegible]

[illegible] the "E" and 10th St. [illegible] Streets.

[illegible] 2 base design charts prepared from [illegible] and 355289.

[illegible] total thickness of base course plus [illegible]ssary [illegible] individual soils on this project, as report[illegible]ime.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

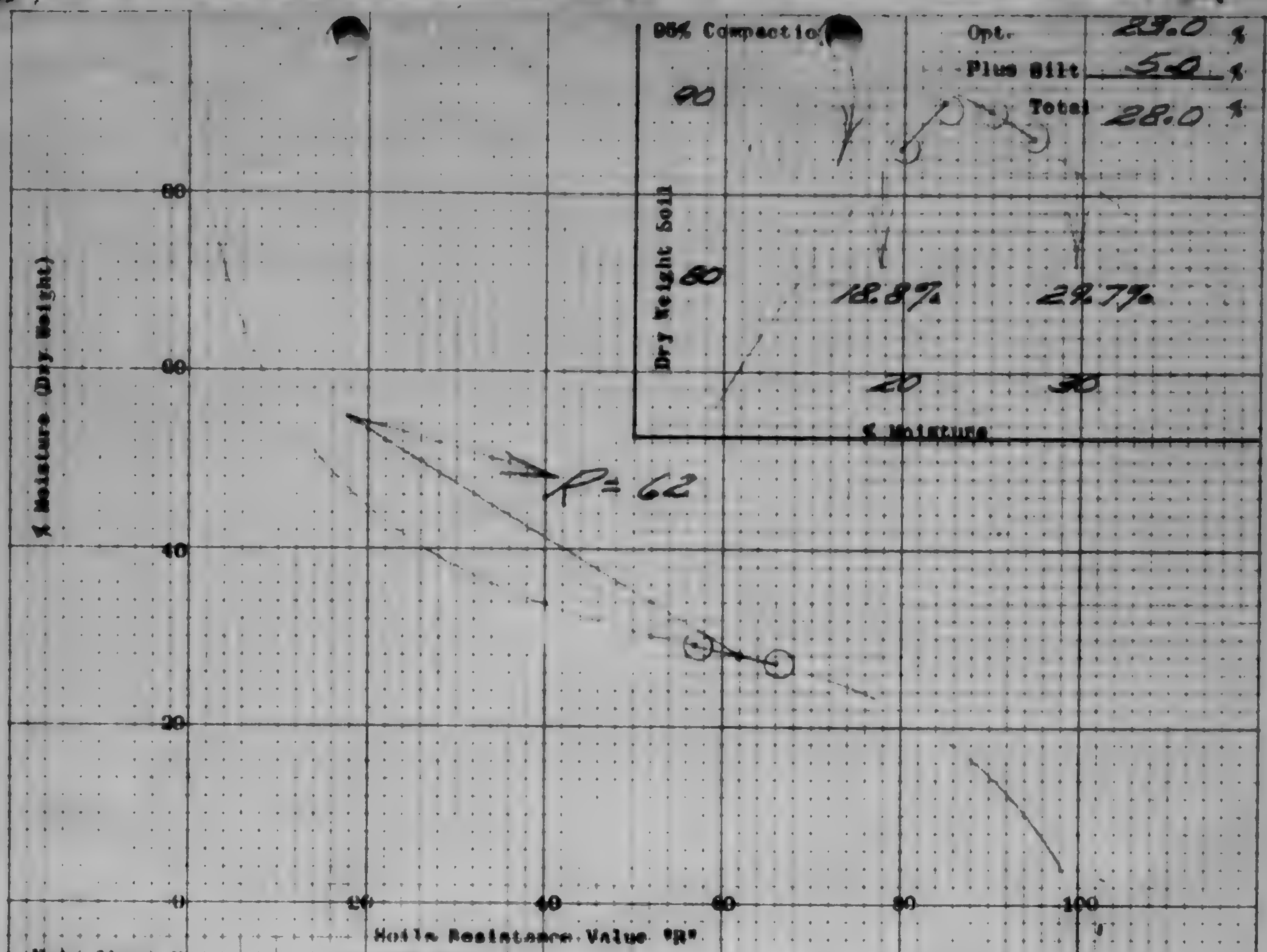
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
L. Stratton
County and City
J. E. Scott

PRINTED IN USA ON CLEARPRINT TECHNICAL PAPER NO 1000H
CLEARPRINT PAPER CO T3190 10 DIVISIONS PER INCH 70 X 100 DIVISIONS



Opt. 23.0 %
Plus Silt 5.0 %
Total 28.0 %

Data Sheet No 135187
Lab. No. 355288
LL 27
PI 0
Pass 200 Screen %

HYDROMETER ANALYSIS:
Particles larger than
2.0 mm .8 %
Coarse Sand 12.9 %
Fine Sand 36.2 %
Silt 38.7 %
Clay 11.4 %
Sg 2.56
Natural Moisture %

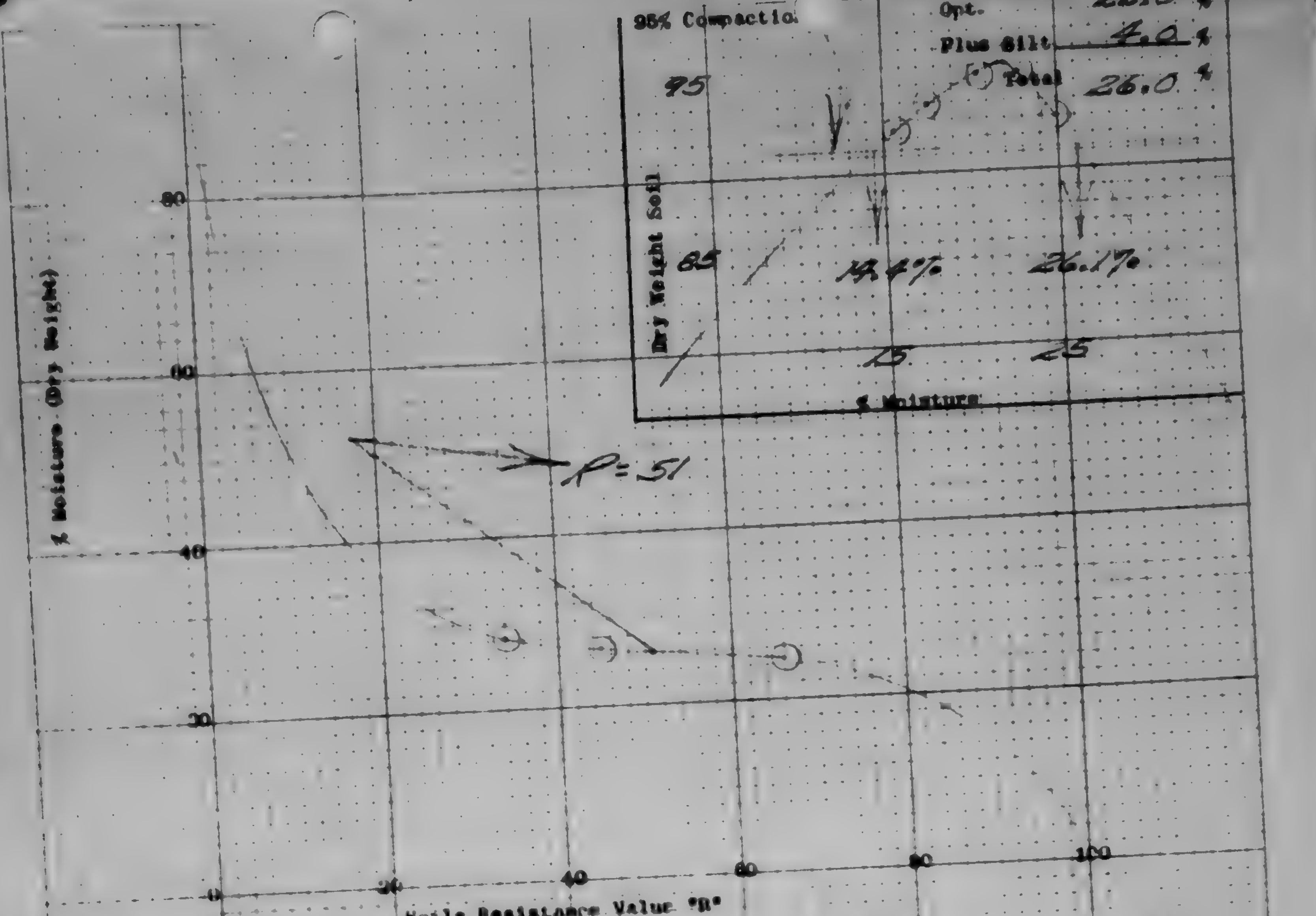
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear Light Traffic 7.0 "
Minus Rock Reduction — "
"
Minus Wearing Surface 3.0 "
4.0 "
Plus 25% Increase 1.0
Plus Wearing Surface 3.0 "
Total Base & Wear 8.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section "E" & 10th Streets
Hwy Madras City Sts.
Station X Sect. "E" & 8th Sts.
Depth .1-1.0
Hole #
To be used Subgrade
Prefix No.
County Jefferson
Date 1-26-55
Designed by 9



Opt. 22.0 %
Plus Silt 4.0 %
Total 26.0 %

Data Sheet No	A35188	Base & Wear Light Traffic	7.0 "
Lab. No.	355289	Minus Rock Reduction	— "
LL	26		"
PI	2	Minus Wearing Surface	3.0 "
Pass 200 Screen	63.0 %		4.0 "
HYDROMETER ANALYSIS:		Plus 25% Increase	1.0
Particles larger than		Plus Wearing Surface	3.0 "
2.0 mm	2.1 %	Total Base & Wear	8.0 "
Coarse Sand	14.7 %		
Fine Sand	33.3 %		
Silt	33.3 %		
Clay	16.6 %		
G-	2.60		
Natural Moisture	%		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
~~Section~~ Station X Sect. 10th & "D" Sts.
Hwy Madras City Sts.
~~Section~~ Section "E" & 10th Sts.
Depth - 0.1 - 1.0'
Hole #
To be used - Subgrade
Profile No.
County - Jefferson
Date 1-26-55
Designed by

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Form
Speci

4-13-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Madras is an incorporated city of the State of Oregon, and has a population of 1250, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

RECEIVED
APR 30 1954
ENGINEER
COUNTY & CITY RELATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

4-13-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Madras is an incorporated city of the State of Oregon, and has a population of 1250*, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

RECEIVED
APR 30 1954
ENGINEER
COUNTY & CITY RELATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

"E" Street from the East line of 6th Street to the East line of 10th Street & 10th Street from the North line of "E" Street to the South line of "C" Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

"E" Street from the East line of 6th Street to the East line of "10" Street & "10 Street from the North line of "E" Street to the South line of "C" Street.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Madras does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate the City Recorder as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 13 day of April, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of the City of Madras at a regular or ~~special~~ meeting of said Council, held on the 13 day of April, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 29 day of April, 1954.

Jos McCalin
City Recorder

MADRAS

[illegible]-1706 [illegible] Grove ([illegible] 1.5
[illegible]) [illegible] Project

[illegible]

RECEIVED
OCT 11 1955
FOR FILING

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 6, 1955

[illegible]
(CONTRACT NO.) 11-96

(EST. NO.)		(CONTRACTOR)
4398	3-Final	The Central Heating Co., Oregon Ltd.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19985	R-13[illegible]329	$ 500.00	10/6/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 3, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

~~Warrant~~ Mailed:

Ruth Rawlings

RECEIVED
SEP 19 1955
FOR FILING

[illegible]
4398

September 16, 1955

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract No. 4398 for work performed on the Cottage Grove city street project, North River Road, in Lane County was completed by the contractor, The Central Heating Company, Oreg. Ltd., on August 3, 1955, but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $9,898.23, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

B

RECEIVED
AUG 31 1955
FOR FILING

22-17-36
4398

August 30, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to The Central Heating Co.,Oreg. Ltd. in connection with contract No. 4398, for paving on the Cottage Grove (N.River Road) Section in Lane County.

This payment, in the amount of $8,357.24, will be released to the contractor on or after September 9, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

ED ON CARD

gl

ATTEST:

320 1706

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 1955

Section Cottage Grove (North River Road)
Kind of work Paving
Highway City Street
Section prefix 320-1706
Contractor Central Heating Co.
Contract number 4398
Date of contract April 13, 1955
Date of completion August 31, 1955
Date work started June 17, 1955
Estimated date of completion August 3, 1955
Project authorization . . . . $ 11,941.88
Exclusive of Engineering . . . . $ 11,092.68
Per cent of time elapsed 114/140 81 %
Estimated cost of completed project, exclusive of engineering . . . . $ 11,092.68
Per cent of contract completed, based on total contract price . . . . 100 %
Engineering authorization . . . . . . $ 849.20
Engineering cost to date $ 530.85, 62 %
Date project was completed August 3, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished shooting seal on this project on Wednesday, August 3.
The remainder of the week was spent in brooming and policing up.

2 checkers and 1 inspector 1 day.

This will be the last weekly report on this project.

NOTED
W. T. WRIGHT

RECEIVED
1955
OF
CONSTRUCTION ENGINEER

Signed H. E. Mayfield
Address Rm. 4, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST COOPER

State Printing 7688

ATTEST:

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities		2,050 C.Y.			600 Tons
Estimated quantities moved or placed to date		1,909 C.Y.			517.035 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		6			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ... Distributor 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

RECEIVED
MAY 10 1955
FOR FILING

321-[illegible]
4398

May 9, 1955

The Central Heating Co., Oreg. Ltd.
865 Olive St.
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4398, which was awarded to you by the State Highway Commission, for paving on the Cottage Grove (N. River Road) Section in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
Harold C. Ayers

April 19, 1955

Mr. J. M. Edwards
City Recorder
28 S. 6th Street
Cottage Grove, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

On April 13, 1955 the State Highway Commission awarded Contract #4398 to the Central Heating Company of Oregon, Ltd., for the grading and paving of North River Road in Cottage Grove. The estimated cost based on this bid is as follows:

Contract Items	$10,615.00
Engineering & Contingencies	1,326.78
Survey	535.00
Total........	$12,476.78

Enclosed for your records is a copy of the contract and plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
APR 15 1955
FOR FILING

320-1706
4398

April 15, 1955

The Central Heating Co., Oregon Ltd.
865 Olive
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4398 for Cottage Grove (North River Road) Paving Project in Lane County.

This award was based on your bid of $10,615 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FEB 28 1955
FOR FILING

320-1706
4398

Special State [illegible]
[illegible] 107

Salem, Oregon
February 25, 1955

Special City Allotment Project
North River Road
City of Cottage Grove
Lane County

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Cottage Grove covering the Special City Allotment Project in Cottage Grove.

The original of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to the City Recorder, Cottage Grove, Oregon.

Secretary

FH
Attach: 1

REFERRED TO Query
BY SECRETARY
to file

ATTEST:

RECEIVED
FEB 25 1955
FOR FILING

Fin & Accts
Alloc
To Cities

February 25, 1955

Mr. J. M. Edwards, City Recorder
City Hall
Cottage Grove, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Cottage Grove covering the Special City Allotment Project on North River Road in the City of Cottage Grove.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 26, 1955

NOTED
Harold C. Ayers

SUBJECT: Base Design Charts

To: Mr. Tom Edwards
Division Engineer
Division III
Roseburg, Oregon

RECEIVED
JAN 26 1955
ENGINEER
COU[illegible] RELATIONS

Dear Sir:

Reference is made to the N. River Road of the Cottage Grove City Streets Section.

Enclosed you will find 4 base design charts prepared from laboratory tests, numbers 355830, 355831, 355832, and 355733.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

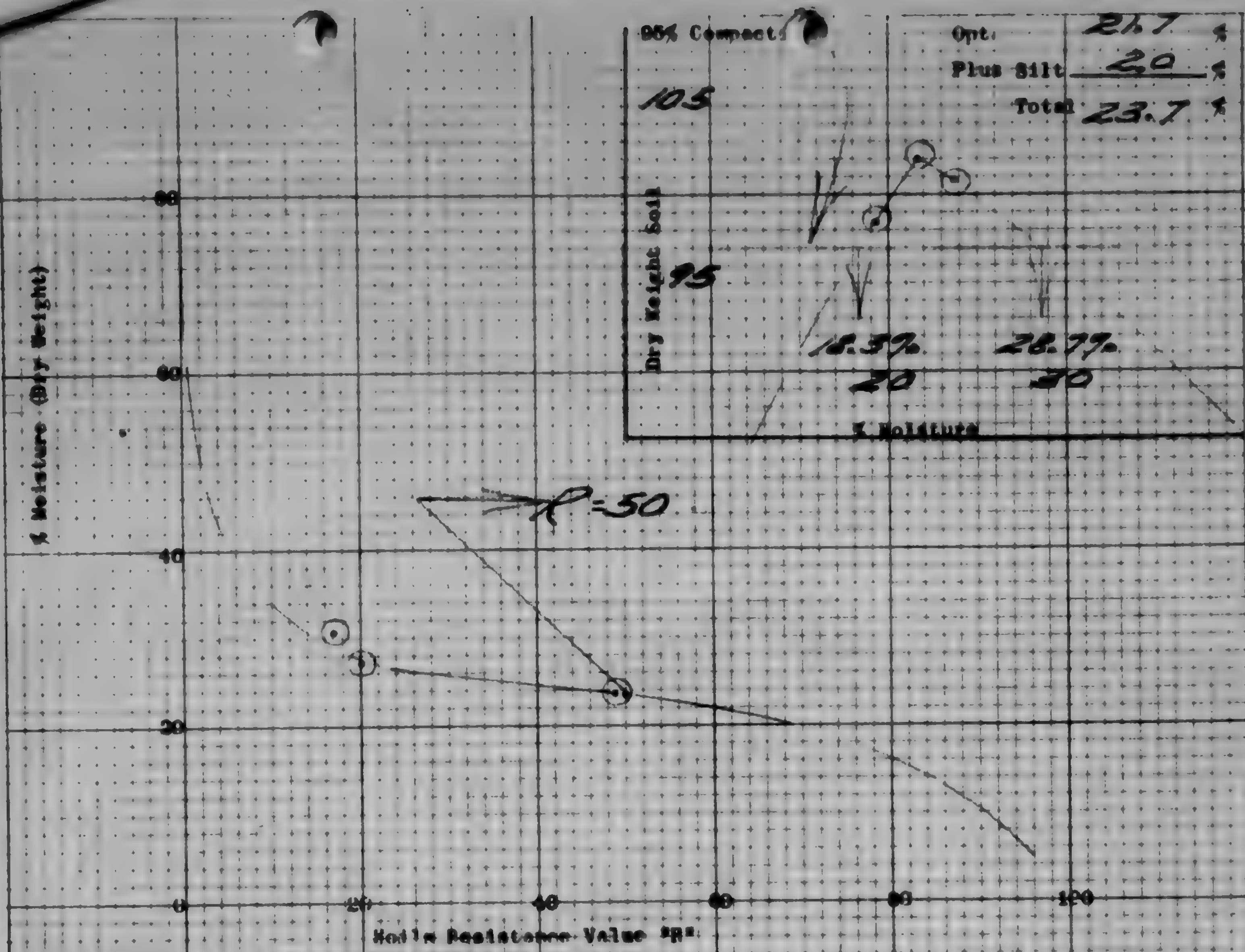
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
R. N. Mayfield
County and City
H. S. Unger

CLEARPRINT PAPER CO T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS PRINTED IN U S A ON CLEARPRINT TECHNICAL PAPER NO 1000H



Opt. 21.7 %
Plus Silt 20 %
Total 23.7 %

Data Sheet No. 135584
Lab. No. 355830
LL 43
PI 20
Pass 200 Screen 48.7 %
HYDROMETER ANALYSIS:
Particles larger than
2.0 mm. 32.6 %
Coarse Sand 2.5 %
Fine Sand 17.1 %
Silt 18.9 %
Clay 22.9 %
S— 3.66
Natural Moisture %

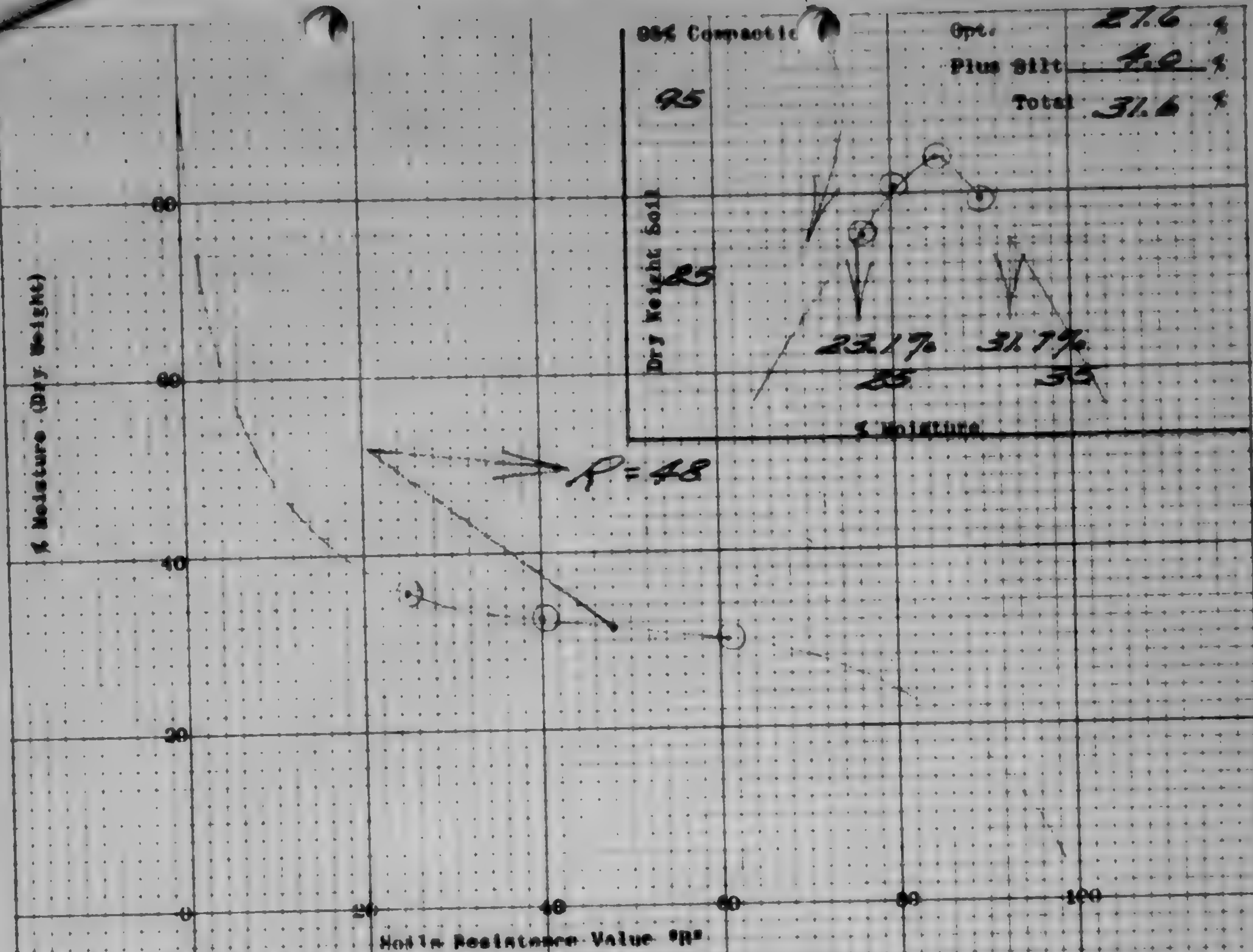
NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear VH Traffic 13.0 "
Minus Rock Reduction —— "
"
Minus Wearing Surface 3.0 "
10.0 "
Plus 25% Increase 2.5 "
Plus Wearing Surface 3.0 "
Total Base & Wear 15.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section N. River Road
Hwy Cottage Grove City Str.
Station 5+00, 8' Rt.
Depth 6½" - 2½'
Hole # 1
To be used Emb.
Prefix No. 320-1482
County Lane
Date 1-25-55
Designed by S

ATTEST:

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H
CLEARPRINT PAPER CO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Opt. 27.6 %
Plus Silt 4.0 %
Total 31.6 %

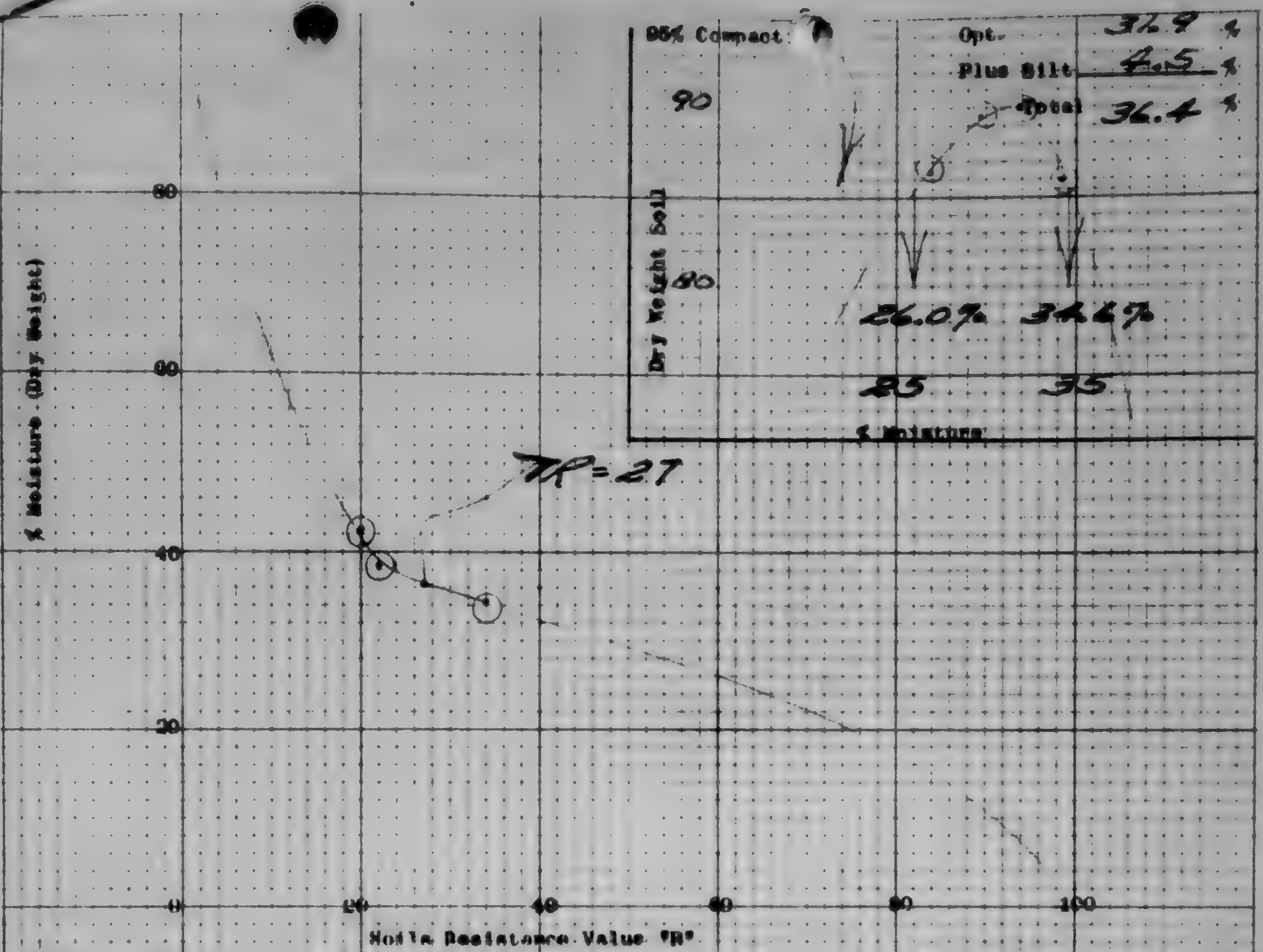
Data Sheet No A35585
Lab. No. 355831
LL 56
PI 27
Pass 200 Screen 83.0 %
HYDROMETER ANALYSIS:
Particles larger than
2.0 mm .5 %
Coarse Sand 3.0 %
Fine Sand 21.9 %
Silt 33.8 %
Clay 40.8 %
S- 2.66
Natural Moisture %

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear VH Traffic	13.0 "
Minus Rock Reduction	— "
	"
Minus Wearing Surface	3.0 "
	10.0 "
Plus 25% Increase	2.5 "
Plus Wearing Surface	3.0 "
Total Base & Wear	15.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section N. River Road
Hwy Cottage Grove City Sts.
Station 8+50, 6' Rt.
Depth - 1'-4'
Hole # 2
To be used Emb.
Prefix No. 320-1482
County - Lane
Date 1-25-55
Designed by S.

ATTEST:



Opt. 31.9 %
Plus Silt 4.5 %
Total 36.4 %

Data Sheet No A35587
Lab. No. 355832
LL 60
PI 30
Pass 200 Screen 85.4%
HYDROMETER ANALYSIS:
Particles larger than
2.0 mm. 1.1 %
Coarse Sand 2.6 %
Fine Sand 19.2 %
Silt 34.6 %
Clay 42.5 %
Sg 2.66
Natural Moisture %

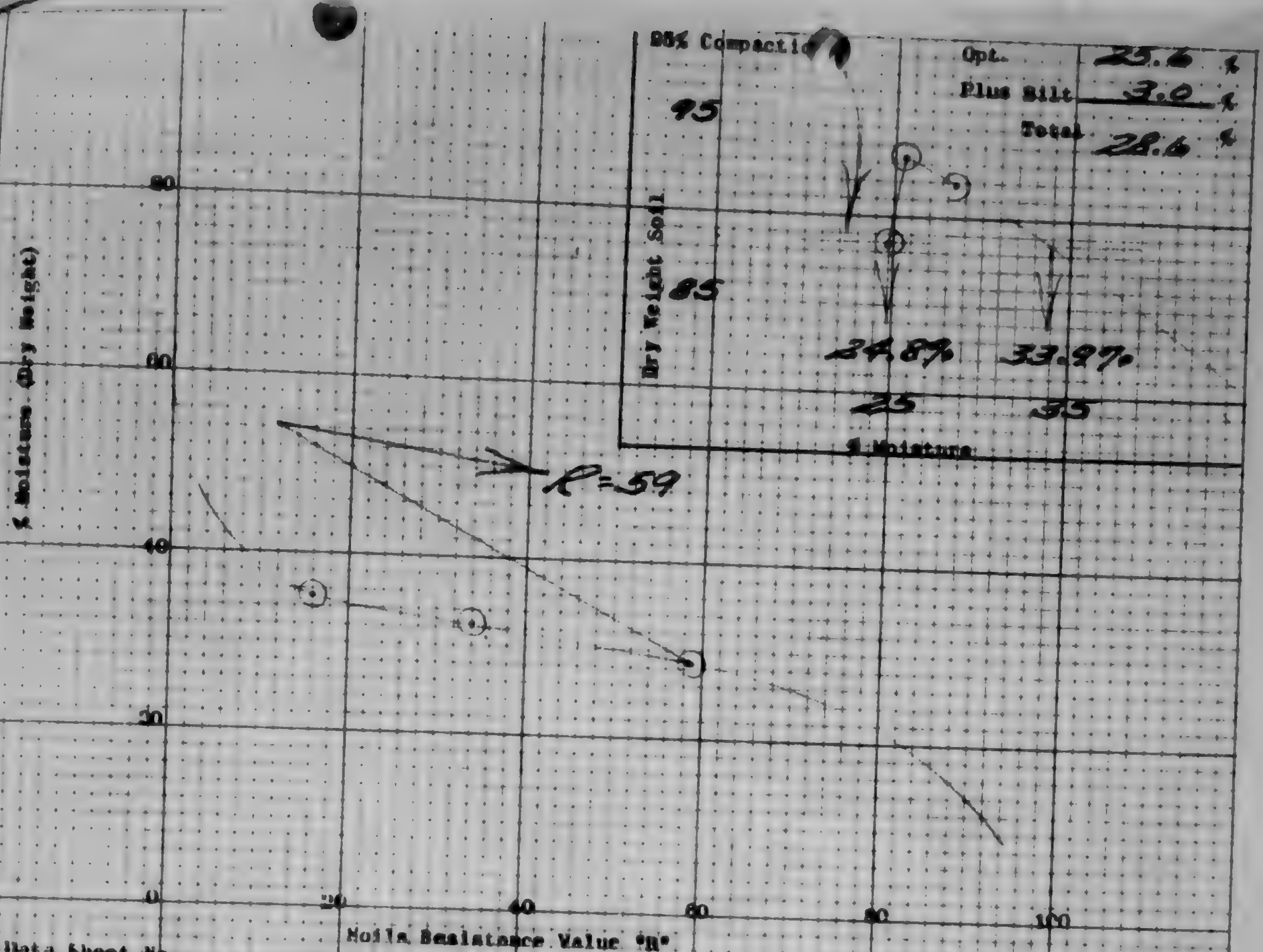
NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear VH Traffic 19.0 "
Minus Rock Reduction —— "
"
Minus Wearing Surface 3.0 "
16.0 "
Plus 25% Increase 4.0
Plus Wearing Surface 3.0 "
Total Base & Wear 23.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section N. River Road
Hwy Cottage Grove City Sts.
Station 16+50, 6' Lt.
Depth - 12" - 36" below subgrade
Hole #
To be used - Emb.
Prefix No. 320-1482
County - Lane
Date 1-25-55
Designed by S

ATTEST:

CLEARPRINT PAPER CO. NO T3190 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS PRINTED IN USA ON CLEARPRINT TECHNICAL PAPER NO 1000H



Opt. 25.6 %
Plus Silt 3.0 %
Total 28.6 %

Data Sheet No A 35588
Lab. No. 355733
LL 48
PI 21
Pass 200 Screen 66.3 %
HYDROMETER ANALYSIS:
Particles larger than
2.0 mm 4.0 %
Coarse Sand 5.8 %
Fine Sand 37.0 %
Silt 25.9 %
Clay 30.9 %
S- 2.66
Natural Moisture %

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear NH Traffic 13.0 "
Minus Rock Reduction —— "
"
Minus Wearing Surface 3.0 "
10.0 "
Plus 25% Increase 2.5 "
Plus Wearing Surface 3.0 "
Total Base & Wear 15.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section N. River Road
Hwy Cottage Grove City Sts.
Station 13+00, 6' Lt.
Depth - 10" - 48"
Hole #
To be used - Emb.
Prefix No. 320-1482
County - Lane
Date 1-25-55
Designed by S

CLEARPRINT PAPER CO. NO. 1015 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

ATTEST:

JESS HILL, Mayor

J. M. EDWARDS, City Recorder

CITY of COTTAGE GROVE

Lumber Capital of Oregon

LANE COUNTY

L. W. COINER, Water Superintendent and City Engineer
MIKE SIEBERT, Treasurer
H. W. LOMBARD, Attorney
ED. JONES, Chief of Police
ERNEST C. SHIPLEY, Fire Chief

Councilmen
STAN DAUGHERTY
JOAN GALLO
FRED ANDERSON
ROBERT MILLS
RALPH DeJARNETT
GIL GARDNER

COTTAGE GROVE, OREGON

January 24, 1955

Oregon State Highway Department
Salem, Oregon

Gentlemen:

This is a correct and true copy of Section 4, Chapter 11, of the Charter of the City of Cottage Grove, State of Oregon:

"Section 4. The City of Cottage Grove shall not be bound by any contract , or in any way liable thereon, unless the same be authorized by ordinance and made in writing and by order of the Council and signed by the Mayor and Recorder on behalf of the city; but the Council may authorize any committee of the Council, officer or agent without a contract in writing for the payment of any sum of money not exceeding $100.00."

Yours truly,

JMEdwards

J. M. Edwards
City Recorder

JME/gg

Encl:

RECEIVED
FEB 9 1955
ENGINEER
CO[illegible] CITY RELATIONS

JESS HILL, Mayor

J. M. EDWARDS, City Recorder

CITY of COTTAGE GROVE

Lumber Capital of Oregon

LANE COUNTY

L. W. COINER, Water Superintendent and City Engineer
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Councilmen
STAN DAUGHERTY
JOAN GALLO
FRED ANDERSON
ROBERT MILLS
RALPH DeJARNETT
GIL GARDNER

COTTAGE GROVE, OREGON

CERTIFICATE

State of Oregon)
) ss
County of Lane)

I, J. M. Edwards hereby certify that the foregoing is a true and correct copy of the original Ordinance No. 1471, and filed in the records of the City Recorder, of the City of Cottage Grove, a Municipal Corporation, Lane County Oregon.

Dated at Cottage Grove, Oregon this 8th day of February 1955.

J M Edwards
City Recorder

Subscribed and sworn to before me
this 8th day of February 1955.

John A Perry
Notary Public for Oregon

My Commission Expires Sept 23, 1956

ATTEST:

Mayor

ORDINANCE NO. 1471

An Ordinance providing for a form of Agreement by and between the City of Cottage Grove, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of North River Road from end of present pavement, approximately 150 linear feet northeast of Birch Avenue, to the north city limits, a distance of approximately 0.25 mile, and declaring an emergency.

WHEREAS, the City of Cottage Grove, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805; and

WHEREAS, the State Highway Commission has accepted such application for the improvement of North River Road from end of present pavement, approximately 150 linear feet northeast of Birch Avenue, to the north city limits, a distance of approximately 0.25 mile; and

WHEREAS, in the form of Agreement prepared by the State Highway Commission, a copy of which, marked Exhibit A, is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and no/100 ($15,000) Dollars, and the City of Cottage Grove to pay all costs in excess of said $15,000;

The Common Council of the City of Cottage Grove does ordain as follows:

Section I. That that certain form of Agreement hereinabove referred to be entered into between the City of Cottage Grove, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of North River Road, and is hereby approved and accepted as submitted.

Section II: That the Mayor and Recorder are hereby authorized and directed to execute said Agreement in triplicate and to deliver said Agreement to the State Highway Commission for execution by said Commission.

Section III: WHEREAS, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a Contract for said improvements until the said Agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Cottage Grove, Oregon, an emergency is declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor.

Passed by the Common Council this 7 day of Feb., 1955.

Presented to the Mayor for his approval this 7 day of Feb., 1955.

Approved by the Mayor this 7 day of Feb., 1955.

APPROVED:

/s/ Jess Hill

Mayor

ATTEST:

No. 39

Cottage Grove 8-12-54

Investigated condition and use of North & South River Road then contacted Mr. Gilbert Gardner who has been designated as the official representative of the city on all negotiation re the citys request.

Mr. Gardner stated that the first choice of the city was for North River Road which is receiving excessive wear due to heavy and unusual industrial traffic. This street is in very poor condition & has previously been oiled but has reverted to a gravel street. very heavy log truck traffic.

This project certainly can be recommended for a project in 1955.

H C Leyers

8-12-54

Mr. Webber gave his OK on 10" of new base and 3" A.C.

HCL.

RECEIVED
MAY 11 1954
ENGINEER
COU [illegible] RELATIONS

5-3-54

440

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Cottage Grove is an incorporated city of the State of Oregon, and has a population of 3500, as given by the latest official census, and

WHEREAS, the following streets of said city, North River Road,

Form cc-50 (1953 Rev.)
Special City Allotment

from the end of the pavement 150 feet northerly from the north side of Birch Avenue to the City Limit line on North River Road.

South River Road from the south line of Nellis Place to the south City Limit line.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

North River Road from the end of the pavement 150 feet northerly from the north side of Birch Avenue to the City Limit line on North River Road.

South River Road from the south line of Nellis place to the south City Limit line,

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Cottage Grove does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Gilbert Gardner as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 3rd day of May, 19 54

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Cottage Grove, Ore. at a regular ~~or special~~ meeting of said Council, held on the 3rd day of May, 19 54, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 3rd day of May, 19 54

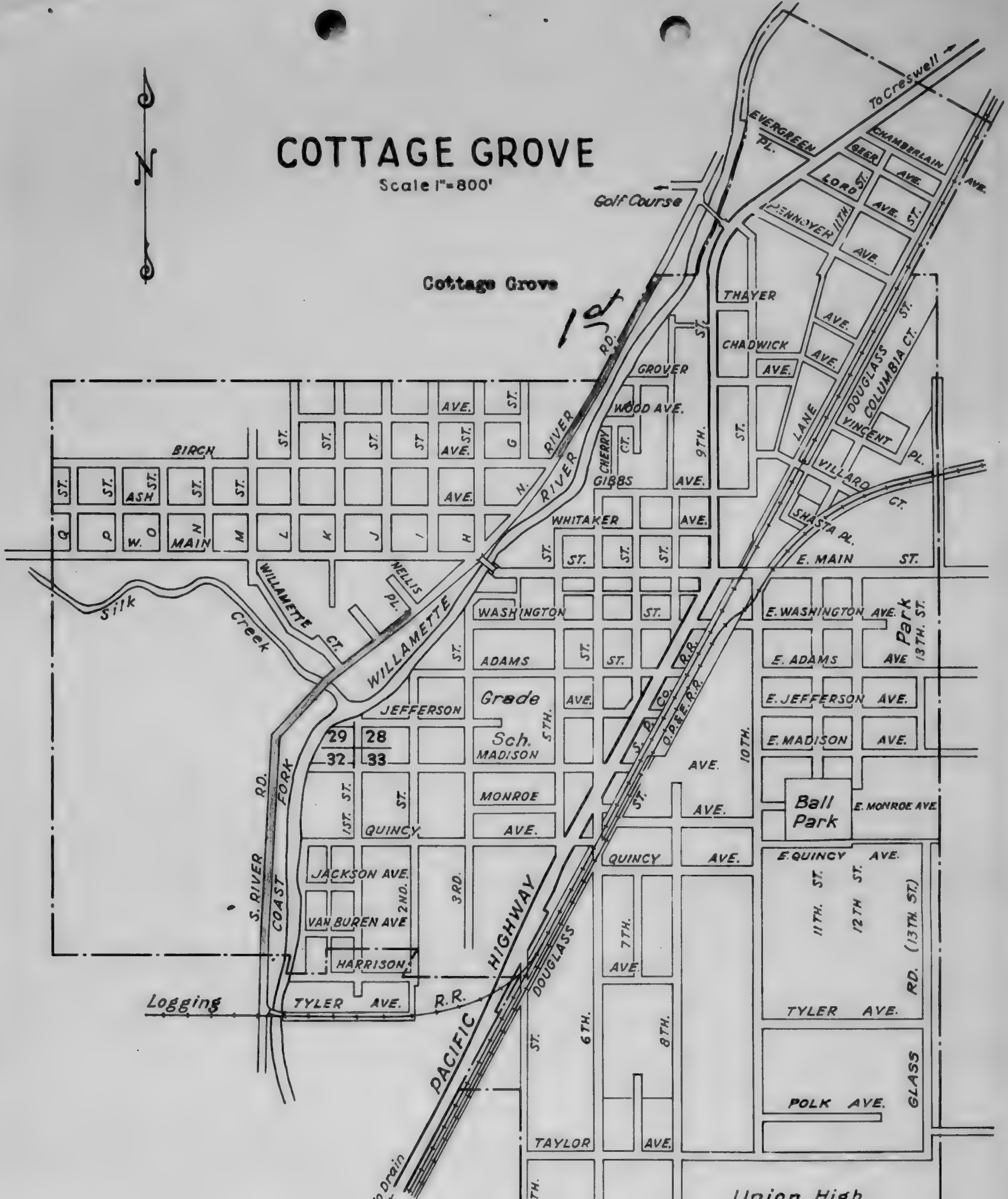
J M Edwards
City Recorder

COTTAGE GROVE

Scale 1"=800'

Cottage Grove

1st


N
To Creswell
EVERGREEN PL.
CHAMBERLAIN AVE.
GEER AVE.
LORD AVE.
PENNOYER AVE.
11TH ST.
Golf Course
THAYER AVE.
CHADWICK AVE.
GROVER ST.
WOOD AVE.
CHERRY CT.
9TH. ST.
GIBBS AVE.
WHITAKER AVE.
LANE
DOUGLASS ST.
COLUMBIA CT.
VINCENT PL.
VILLARD CT.
SHASTA PL.
BIRCH AVE.
ASH ST.
MAIN
E. MAIN ST.
Q ST.
P ST.
O ST.
N ST.
M ST.
L
K
J
I
H
G ST.
W.
N. RIVER RD.
RIVER
WILLAMETTE CT.
NELLIS PL.
Silk Creek
WILLAMETTE
WASHINGTON ST.
E. WASHINGTON AVE.
ADAMS ST.
E. ADAMS AVE.
Park
13TH. ST.
JEFFERSON AVE.
E. JEFFERSON AVE.
Grade Sch.
5TH.
MADISON
E. MADISON AVE.
S. P. Co. R.R.
O.P.&E.R.R.
10TH.
29
28
32
33
MONROE AVE.
Ball Park
E. MONROE AVE.
QUINCY AVE.
E. QUINCY AVE.
1ST. ST.
2ND.
3RD.
JACKSON AVE.
VAN BUREN AVE.
HARRISON
S. RIVER RD.
COAST FORK
Logging R.R.
TYLER AVE.
PACIFIC HIGHWAY
DOUGLASS
7TH. AVE.
6TH.
8TH.
11TH. ST.
12TH ST.
RD. (13TH. ST.)
POLK AVE.
GLASS
TAYLOR AVE.
4TH.
To Drain
Union High School

Rev. 4-1-52

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]
State Highway Engineer

By

[illegible]
Asst. [illegible] County and City Relations

[illegible]

-1-10 Overflow Bridge [illegible]

[illegible]

ECEIVED
JAN 16 1956
FOR FILING

20-1 10

45-11

January 13, 1956

Hansen & Rowland, Inc.
Tacoma 1, Washington

Attention: Mr. Leonard E. Frank, Manager
Surety Bond Department

Gentlemen:

Contract No. 4399, awarded to Hamilton & Thoms for replacement of an overflow bridge on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County, was completed October 31 and accepted by the Highway Commission December 19, 1955. Final payment was mailed to the contractor December 23, 1955.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA 1, WASHINGTON

"Since 1890"

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

January 9, 1956

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 60907 - Hamilton & Thoms -to- State of Oregon - Contract for Overflow Bridge Replacement Contract No. 4399

Dear Mr. Glaisyer:

We have letter from you dated November 23, 1955, in which you indicate that work on the captioned contract was completed on October 31, 1955 but that the project had not yet been accepted by the Commission. Final contract price is indicated as $43,126.62.

We would at this time inquire if the project has been accepted by the Commission in order that we may close our file if such action has been taken.

Thanking you, we are

Very truly yours

HANSEN & ROWLAND, Inc.
General Agents.

Leonard E. Frank

Leonard E. Frank, Mgr.
Surety Bond Department.

sf

REFERRED TO [illegible]
BY SECRETARY

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JAN [illegible]

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NOV 25 1955
FOR FILING

20-1010

4399

November 23, 1955

CERTIFIED MAIL

Hanson & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4399 covering construction of overflow bridge replacement on Goshen-Pleasant Hill Section of the Willamette Highway in Lane County was completed by the contractor, Hamilton & Thoms, on October 31, 1955 but has not as yet been accepted by the Commission.

Final payment in the amount of $4,692.16 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $43,126.62 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 39, N. Y.

NOTED ON CARD

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
December 1, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4399	7-Final	Hamilton & Thoms

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23995	R-137352	$ 4,692.16	12/1/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Oct. 31, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 23 1955
Ruth Rawlings

NOTED ON CARD
JL

RECEIVED
MAY 10 1955
FOR FILING

20-[illegible]
4399

May 9, 1955

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission on April 13, as follows:

Contract No. 4399, for overflow bridge replacement on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County.

Contract No. 4401, for the Calapooya Overflow Bridge replacement at Milepost 90.16 on the Pacific Highway in Linn County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 15 1955
FOR FILING

26-1010
4399

April 15, 1955

Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4399 for Overflow Bridge Replacement on Willamette Highway in Lane County.

This award was based on your bid of $44,050 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

[illegible]-1[illegible]3 [illegible] r. sc. of [illegible] Orc. 19[illegible]
[illegible]
[illegible]

RECEIVED
SEP 19 1956
FOR FILING

1-1039

44

Sims

September 17, 1956

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Gentlemen:

We have received a copy of a letter written by Calkins Crushing Company to the Secretary of State, advising that their claim in the amount of $4,097.05 against Diamond Rock Co. on Contract No. 4400 for grading and paving the Deer Creek Section of the Oregon Coast Highway in Lincoln County has been paid in full. This claim was received in our office on November 23, 1955 and your office was notified on November 25, 1955.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc J. S. Lochead
361 Chemeketa Street
Salem, Oregon

Diamond Rock Company
415 Moyer Lane
Salem, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

A

Lewis

RECEIVED
SEP 19 1956
FOR FILING

21-1039

4400

September 17, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of September 14 to which was attached a copy of a letter, dated September 12, from Calkins Crushing Co. advising that their claim in the sum of $4,097.05 against Diamond Rock Co. on Contract No. 4400 has been paid in full.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 14, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We are enclosing a copy of a letter from Calkins Crushing Co. in which they advise that the notice of claim for materials in the sum of $4,097.05, has been paid in full.

This letter is for your information and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

GS:M
Enc.

REFERRED TO [illegible]
BY SECRETARY

RECEIVED
SEP 17 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

Calkins Crushing Co.
LOYD CALKINS, OWNER
OCEANLAKE, OREGON

September 12, 1956

Secretary of State
Salem, Oregon

Dear Sir:

This is to notify you that I wish to cancel my notice of claim for materials in the sum of $4,097.05 against the bond taken from the Diamond Rock Company, Salem, Oregon, Principal, and Phoenix Indemnity Co., Surety, for work done on Highway Contract No. 4400, your file No. 3532.

Mr. George Cooper, Owner of Diamond Rock Co., has paid his account with me in full.

Very truly yours,
CALKINS CRUSHING CO.

Loyd Calkins

Loyd Calkins

LC:l

FILED
SEP 14 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
SEP 14 1956
EARL T. NEWBRY

RECEIVED
MAR 19 1956
FOR FILING

21-1039
4400

March 15, 1956

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Armco Drainage & Metal Products, Inc., 2321 S. E. Gladstone Street, Portland 2, against Diamond Rock Company in the sum of $3,641.86 for galvanized corrugated metal pipe and fittings furnished on Contract No. 4400 for grading and paving the Deer Creek Section of the Oregon Coast Highway in Lincoln County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Diamond Rock Company
415 Mayer Lane
Salem, Oregon

J. S. Lochead
361 Chemeketa
Salem, Oregon

[illegible]

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

2321 S. E. GLADSTONE STREET ARMCO PORTLAND 2, OREGON

March 13, 1956

State of Oregon
Office of the Secretary of State
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Armco Drainage and Metal Products Inc., has a claim for Galvanized Corrugated Metal Pipe and Fittings, in the sum of Three Thousand Six Hundred and Forty-one Dollars and Eighty-Six cents, ($3,641.86) against the bond taken from Diamond Rock Company and Phoenix Indemnity Company, for the work of Oregon State Highway Contract 4400, Deer Creek Project, Oregon Coast Highway.

Very truly yours

ARMCO DRAINAGE & METAL PRODUCTS

Duran B. Soule
Credit Supervisor
North Pacific Division

Duran B. Souls:le
Copy: Claims Department
Phoenix Indemnity Company
711 Wilcox Building
Portland, Oregon

File in 5556

FILED
MAR 1[illegible] 1956
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
MAR 1[illegible] 1956

RECEIVED
MAR 19 1956
FOR FILING

21-1139
4400

Lewis

March 15, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

This is to acknowledge receipt of your letter of March 14 which had attached to it three copies of a claim filed with your office by Armco Drainage & Metal Products, Inc., in the sum of $3,641.86 against Diamond Rock Company on Contract No. 4400, your file No. 3556.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Mar. 14, 1956

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim by Armco Drainage & Metal Products, Inc., in the sum of $3,641.86, against the bond taken from Diamond Rock Company, Principal, and Phoenix Indemnity Company, Surety, for the work of Oregon State Highway Contract 4400, Deer Creek Project, Oregon Coast Highway, our file No. 3556.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stevens
Clerk
Records Division

[illegible]
Enc.

RECEIVED
MAR 15 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAR 12 1956
FOR FILING

21-1039
4400

Files

March 9, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of February 29 to which was attached three copies of a claim filed with your office by Calkins Crushing Co. against Diamond Rock Company in the sum of $2,690.55. The claim pertains to our contract No. 4400 and bears your file No. 3546.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Feb. 29, 1956

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today the notice of claim by Calkins Crushing Co., in the sum of $2,690.55 against the bond taken from Diamond Rock Company, Principal, and Phoenix Indemnity Co. Surety, Highway Contract No. 4400, our file No. 3546.

Kindly acknowledge receipt of the three copies which we are enclosing for your information and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. C. Stephens
Clerk
Records Division

NF:M
Enc.

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
MAR 2 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 12 1956
FOR FILING

21-1039
4400

March 9, 1956

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Gentlemen:

Attached is copy of a claim filed with the Secretary of State by Calkins Crushing Co. against Diamond Rock Company in the amount of $2,690.55 for crushed rock furnished on our Contract No. 4400 for grading and paving the Deer Creek Section of the Oregon Coast Highway in Lincoln County.

This information is provided as your Company appears as surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

ccDiamond Rock Co.
415 Moyer Lane
Salem, Oregon

J. G. Lochead
361 Chemeketa Street
Salem, Oregon

Calkins Crushing Co.
LOYD CALKINS, OWNER
OCEANLAKE, OREGON

February 28, 1956

Secretary of State
Salem, Oregon

Dear Sir:

Following is a complete account of the amount due me from George Cooper, DBA Diamond Rock Company, W. Salem, Oregon, who had the State Contract on the Deer Creek Section, Ore. Coast Hwy., Lincoln County, Contract No.4400. , Phoenix Indemnity Co., surety.

As shown, there is a total balance due me of $2,690.55, for which amount I want to file a claim.

1,025 Cu. yds. 2½ - 0" crushed rock @ $3.35	$3,433.75
198 Cu; yds. 3/4-0" " " @ 3.35	663.30
66 Cu. yds. 3/8 - 0" " " @ 4.50 (Delivered)	297.00
Water Wagon --	
Sept. 2, 1955 6½ hrs.	
6 3 hrs.	
10 5 hrs.	
14½ hrs. @ $8.00 hr.	116.00
Oceanlake Sand & Gravel Co. --	
4 hrs. truck hire @ $6.25	25.00
1 hr. Loader @ 9.00	9.00
Haul Dirt --	
6 hrs. Truck Hire @ 6.25	37.50
1 hr. Loadar @ 9.00	9.00
10 days rent on Jackhammer, Compressor and Steel @ $10.00 per day	100.00
	$4,690.55
Credit check of Dec. 5, 1955	2,000.00
Balance due	$2,690.55

File No 3546

FILED
FEB 29 1956
EARL T. NEWBRY
SECRETARY OF STATE

Very truly yours,
CALKINS CRUSHING COMPANY

Loyd Calkins

Loyd Calkins

LC:l

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FEB 8 1956
FOR FILING

21-1039

4400

Lewis B

February 1, 1956

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Gentlemen:

Attached is copy of a claim which has been filed with the Secretary of State by Central Paving Company against Diamond Rock Company for furnishing and placing asphaltic concrete on Highway Contract No. 4400, awarded to Diamond Rock Company for grading and paving on the Deer Creek Section of the Oregon Coast Highway in Lincoln County. The claim is in the sum of $2,223.42.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Diamond Rock Company
415 Moyer Lane
Salem, Oregon

Mr. J. S. Lochead
361 Chemeketa
Salem, Oregon

RECEIVED
FEB 6 1956
FOR FILING

21-1039

4400

Lewis 6

February 1, 1956

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Gentlemen:

Attached is copy of a claim which has been filed with the Secretary of State by Central Paving Company against Diamond Rock Company for furnishing and placing asphaltic concrete on Highway Contract No. 4400, awarded to Diamond Rock Company for grading and paving on the Deer Creek Section of the Oregon Coast Highway in Lincoln County. The claim is in the sum of $2,223.42.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Diamond Rock Company
415 Moyer Lane
Salem, Oregon

Mr. J. S. Lochead
361 Chemeketa
Salem, Oregon

RECEIVED

GRADING • OILING
CRUSHED ROCK
GRAVEL
BLACK TOP
SAND

... CENTRAL PAVING COMPANY

PLANTS: SALEM • DALLAS • INDEPENDENCE • • • • • MAILING ADDRESS P O BOX 38 INDEPENDENCE, OREGON

TELEPHONE
SALEM: 3-5468
DALLAS: MAYFAIR 3-4141
INDEPENDENCE: 231

January 27, 1956

Secretary of State

Salem, Oregon

Att: Mr. George Stevens

FILED
EARL T. NEWBRY
SECRETARY OF STATE

3541

Dear Sir:

We are requesting that you file the following claim:

To the Oregon State Highway Commission:

Notice is hereby given that the undersigned Central Paving Co. has a claim for furnishing and placing asphaltic concrete in the sum of two thousand two hundred twenty three dollars and forty two cents ($2,223.42) against the bond taken from Diamond Rock Company, principal, and Phoenix Indemnity Company, surety, for the work covered by Oregon State Highway Commission Contract No. 4400, Deer Creek Section, Oregon Coast Highway in Lincoln County.

Very truly yours,

CENTRAL PAVING CO.

Emerson B. Page

Emerson B. Page
Secretary

EBP/dp

3

RECEIVED
FEB 6 1956
FOR FILING

21-1021

4400

February 1, 1956

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of January 30 to which was attached three copies of a claim filed with your office by Central Paving Company against Diamond Rock Company on State Highway Contract No. 4400. The claim is in the sum of $2,223.42 and bears your file No. 3541.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

January 30, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Mr. Emerson B. Page, Secretary, Central Paving Co., P. O. Box 38, Independence, Oregon and filed as of this date, a notice of claim by Central Paving Co., for furnishing and placing asphaltic concrete in the sum of Two Thousand Two Hundred twenty-three dollars and forty-two cents ($2,223.42) against the bond taken from Diamond Rock Company, principal and Phoenix Indemnity Company, surety, for the work covered by Oregon State Highway Commission Contract No. 4400, Deer Creek Section, Oregon Coast Highway in Lincoln County.

Our File No. 3541.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

Geo C Stephens
By
Clerk, Records Division

NF:K
Enc.

NOTED ON CARD

RECEIVED
JAN 31 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 - 1955
FOR FILING

Files

B

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 5, 1955

21-[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
~~4400~~ 4400	6-Final	Diamond Rock Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24157	R-137537	$ 689.86	12/5/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 29, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: A claim is on record filed by Calkins Crushing Co. on 11-23-55.

Remarks: No Surety hold

Date: 12-6-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: DEC 6 1955
Ruth Rawlings

NOTED ON CARD
gf

RECEIVED
NOV 29 1955
FOR FILING

31-1039
4400

November 25, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of November 23 to which was attached three copies of a claim by Soule Steel Company against Young & Smith Construction Company, in the sum of $2,355.89 against our Contract No. 4156, your File No. 3533.

Also attached were three copies of a claim filed against Diamond Rock Company by Calkins Crushing Co. in the sum of $4,097.05 against our Contract No. 4400, your File No. 3532.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

C O P Y

EARL T. NEWBRY
Secretary of State
Salem, Oregon

Nov. 23, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed today a notice of claim by Soule' Steel Company in the sum of $2,355.89, against the bond taken from Young & Smith Construction Company, principal, and Massachusetts Bonding & Insurance Company, surety, our file No. 3533. (Contract No. 4156).

We have also received and filed today a notice of claim by Calkins Crushing Co., in the sum of $4,097.05, against the bond taken from Diamond Rock Company, principal, and Phoenix Indemnity Company, surety, for work done on Highway Contract No. 4400, our file No. 3532.

We are enclosing three copies of each claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By/s/Geo. C. Stephens

Clerk
Records Division

Lewis B

RECEIVED
NOV 29 1955
FOR FILING

21-1439
4400

November 25, 1955

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Calkins Crushing Company against Diamond Rock Company. This claim is in the sum of $4,097.05 for crushed rock furnished on our Contract No. 4400 for grading and paving the Deer Creek Section of the Oregon Coast Highway in Lincoln County.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc J. S. Lochead
361 Chemeketa Street
Salem, Oregon

Diamond Rock Company
415 Moyer Lane
Salem, Oregon

NOTED ON CARD
gl

Calkins Crushing Co.
LOYD CALKINS - Owner
OCEANLAKE, OREGON

November 21, 1955

Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, CALKINS CRUSHING COMPANY, LOYD CALKINS, owner, has a claim for the following materials furnished —

1,025 cu. yds. 2½ - 0" crushed rock @ $3.35

198 cu.yds. 3/4 - 0" crushed rock @ $3.35

in the sum of $4,097.05 against the bond taken from the Diamond Rock Company, Salem, Oregon, Phoenix Indemnity Company, Salem, Oregon, who furnished the bond, for the sub-contract work done on the Oregon State Highway Contract No. 4400, grading and paving, Deer Creek Section, Oregon Coast Highway, Lincoln County, project.

Very truly yours,
CALKINS CRUSHING CO.

Loyd Calkins
Loyd Calkins

LC:l

[illegible] 3552

FILED
NOV 23 1955
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
NOV 23 1955
EARL T. NEWBRY

RECEIVED
NOV 21 1955
FOR FILING

[illegible]
4 [illegible]

Simco B

November 18, 1955

Phoenix Indemnity Company
360 Pine Street
San Francisco, California

Attention: Mr. J. A. Wynne

Gentlemen:

A letter has been received from Calkins Crushing Co., Oceanlake, stating that Diamond Rock Company owes them the sum of $4,097.05 for crushed rock furnished in grading and paving the Deer Creek Section of the Oregon Coast Highway in Lincoln County, our Contract No. 4400.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Diamond Rock Co.
415 Moyer Lane
Salem, Oregon

J. S. Lochead
361 Chemeketa Street
Salem, Oregon

NOV 21 1955 D
FOR FILING

November 18, 1955

Calkins Crushing Co.
Oceanlake, Oregon

Attention: Mr. Loyd Calkins

Gentlemen:

We have your letter of November 15 advising us that Diamond Rock Company owes you the sum of $4,097.05 for crushed rock furnished on Contract No. 4400.

This contract was completed on September 29 and accepted by the State Highway Commission on November 3, 1955. Phoenix Indemnity Company, through J. S. Lochead, 361 Chemeketa Street, Salem, furnished the bond with this contract, which bond is given to assure completion of the contract and payment of all bills incurred in it. Should you wish to protect your claim for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Law outlining the procedure required for such filing. In the meantime, your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

Calkins Crushing Co.

LOYD CALKINS, OWNER

OCEANLAKE, OREGON

November 15, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

I have a sub-contract with the Diamond Rock Company, who was awarded the Grading and Paving, Deer Creek Section, Oregon Coast Highway, Lincoln County, project. Contract # 4400.

The work has been entirely completed, and to date, I have not received any money from Diamond Rock Company for my work. Following is the amount due me:

1,025 cu. yds. 2½ - 0" crushed rock @ $3.35	$3,433.75
198 cu. yds. 3/4 - 0" crushed rock @ $3.35	663.30
	$4,097.05

Very truly yours,
CALKINS CRUSHING CO.

Loyd Calkins

Loyd Calkins

LC:1

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
NOV 16 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1955
FOR FILING

21-1137
4400

November 15, 1955

CERTIFIED MAIL

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Dear Sir:

State Highway Contract No. 4400 for work performed on the Deer Creek Section of the Oregon Coast Highway in Lincoln County was completed by the contractor, Diamond Rock Company, on September 29 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $689.86 will be released to the contractor on or after November 25, 1955. The total contract amount is $22,995.45 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Lochead
361 Chemeketa St.
Salem, Oregon

NOTED ON CARD

RECEIVED
NOV 10 1955
FOR FILING

21-1031
4400

November 9, 1955

Central Paving Company
P. O. Box 127
Independence, Oregon

Attention: Mr. Emerson B. Page

Gentlemen:

Contract No. 4400 awarded to Diamond Rock Company was completed September 29 and accepted by the Highway Commission November 3, 1955. The final estimate has been prepared and a voucher will be sent to the contractor within the next few days. Asphaltic concrete in the total of 363.26 tons was placed, for a total amount of $3,723.42.

The Phoenix Indemnity Company, through J. S. Lochead, 361 Chemeketa Street, Salem, furnished the Performance Bond for this contract. If you feel that it is necessary to protect your claim against the bond for a period longer than six months following completion and acceptance of the contract, you should file the claim with the Secretary of State. For your information, we have attached excerpts from the Oregon Laws outlining the necessary procedure for such filing. In the meantime, we will note the claim in our records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Central Paving Company
P O Box 127
Independence, Oregon

Attention Mr. Emerson B. Page

Gentlemen:

Reference is made to your letter of November 7, 1955, regarding Contract No. 3400, Deer Creek Section in Lincoln County, with Diamond Rock Co.

Final estimate has been prepared and voucher will be sent to the contractor within the next few days. The final asphaltic quantity on this project was 369.26 tons. Total payment for asphaltic concrete. $3,723.42.

GRADING • OILING
CRUSHED ROCK
GRAVEL
BLACK TOP
SAND

••• CENTRAL PAVING COMPANY

CPC

PLANTS: SALEM • DALLAS • INDEPENDENCE • • • • • MAILING ADDRESS P O BOX 127 **INDEPENDENCE, OREGON**

TELEPHONE
SALEM 3-6488
DALLAS MAYFAIR 3-4141
INDEPENDENCE 341

November 7, 1955

Oregon State Highway Commission

Salem, Oregon

Re : Contract No. [illegible]

Gentlemen:

This letter is to advise you that Diamond Rock Co. has never paid us for any work done in connection with our sub-contract on the Deer Creek Section grading and paving project in Lincoln County.

We would appreciate your forwarding us your latest asphaltic concrete figures on this job so that we may determine the actual amount owing us. We are certain the figure is in the neighborhood of $3,[illegible].

Any assistance you can render us in obtaining this money will be appreciated.

Very truly yours,

CENTRAL PAVING CO.

Emerson L. Page

EMERSON L. PAGE

ELP/[illegible]

RECEIVED
[illegible]

RECEIVED
OCT 27 1955
FOR FILING

21-1031
4400

October 26, 1955

CERTIFIED MAIL

Phoenix Indemnity Company
360 Pine Street
San Francisco, Calif.

Attention: Mr. J. A. Wynne

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Diamond Rock Company in connection with contract No. 4400, for grading and paving on the Deer Creek Section of the Oregon Coast Highway in Lincoln County. This payment, in the amount of $5,559.85, will be released to the contractor on or after November 5, 1955. The retained percentage is $689.86.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. J. S. Lochead
361 Chemeketa St.
Salem, Oregon

NOTED ON CARD

21-1-7

Form 2-1-10M

OCT

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 30, 1955

Section Deer Creek

Kind of work Grading & Paving

Highway Oregon Coast

Section prefix 21-1039

Contractor Diamond Rock Co.

Contract number 4400

Date of contract April 13, 1955

Date of completion September 30, 1955

Date work started May 9, 1955

Estimated date of completion September 30, 1955

Project authorization . . . . $ 27,351.56

Exclusive of Engineering . . . . $ 25,406.56

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering . . . . $ 24,000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 1,945.00

Engineering cost to date $ 3,918.00, 201 %

Date project was completed September 29, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The logger hired by the contractor to remove the bridge gave up on the job and the contractor removed the bridge by shooting off the inside row of piling and lowering the bridge down on to the fill where it was burned. Mr. Graddy, the Inspector on the job, and myself spent most of the night (Tuesday) on the job while he was ~~buring~~ burning the bridge to see that traffic was taken care of properly. The wind was blowing the smoke away from the road and at no time did traffic have any trouble getting through.

The balance of the shoulder rock was put on the road Thursday and dirt barricades constructed on the approaches to the bridge site. I went over the job with Mr. George Cooper Thursday afternoon, and after having him do a few small things to improve the looks of the job, I considered the project completed.

Maintenance will install V trough on the fill to take care of surface water.

We will get out the semi-final next week.

Final report.

NOTED

RECEIVED
OCT 3 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed E. C. Hall

NOTED
FORREST COOPER

Address 117 Galloway Street

NOTED
L. H. Young

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.16	0.16			0.16
Miles partially completed					
Miles completed	0.16	0.16			0.16
Total estimated quantities	19,500	1200			363
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 3, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Coudy		
Monday	Rain		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy		
Friday			
Saturday			

RECEIVED
MAY 10 1955
FOR FILING

21-1037
4400

9

May 9, 1955

Diamond Rock Co.
415 Meyer Lane
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4400, which was awarded to you by the State Highway Commission on April 13, covering the Deer Creek Section of the Oregon Coast Highway in Lincoln County.

A copy of this contract is being sent to the surety on your performance bond also.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 15 1955
FOR FILING

21-1237
440

April 15, 1955

Diamond Rock Co.
415 Meyer Lane
Salem, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4400 for grading and paving Deer Creek Section of the Oregon Coast Highway north of Otis in Lincoln County.

This award was based on your bid of $24,312.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAY 4 - 1956
FOR FILING

22-[illegible]
4401

May 4, 1956

Hansen & Rowland Inc.,
General Agents
13th Floor Puget Sound Bank Bldg.,
Tacoma 1, Washington

ATTENTION: Leonard E. Frank, Mgr.,
Surety Bond Department

Dear Sir:

Contract #4401 for the overflow bridge replacement on the Calapooya River awarded to Hamilton & Thoms was accepted by the Highway Commission on April 26, 1956 and final payment is being mailed to the contractor today.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
PUGET SOUND BANK BUILDING — PHONE MARKET 1161
TACOMA 1, WASHINGTON

"Since 1890"

TACOMA
SEATTLE
PORTLAND
LOS ANGELES
SAN FRANCISCO

May 1, 1956

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 60906 - Hamilton & Thoms -to- State of Oregon - Contract No. 4401 Calapooya Overflow Bridge Replacement

Dear Sir:

Under date of March 8,1956 you informed us that the above captioned contract had been completed at a final contract price of $45,840.90 but as yet had not been accepted.

We would at this time appreciate knowing if the contract has been accepted and on what date so that we may bring our file up-to-date.

Thanking you in advance for your co-operation, we are

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents

Leonard E. Frank

Leonard E. Frank, Mgr.
Surety Bond Department

mp/Enc.

REFERRED TO
BY SECRETARY

RECEIVED
MAY 2 1956
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
H. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
MAY 4 - 1956
FOR FILING

22-1-4

4-401

May 3, 1956

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 26 had under discussion your request for an extension of time from November 30 to December 13, 1955 within which to complete your contract No. 4401, covering Calapooya River Overflow Bridge Replacement on the Pacific Highway in Linn County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kernan,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
MAY 4 - 1956
FOR FILING

[illegible]

4401

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 3, 1956

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 26 had under discussion your request for an extension of time from November 30 to December 13, 1955 within which to complete your contract No. 4401, covering Calapooya River Overflow Bridge Replacement on the Pacific Highway in Linn County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kernen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
APR 13 1956
FOR FILING

22-1554
[illegible]

April 11, 1956

Oregon State Highway Commission

Request for extension of time
No. 2
April 26 and 27 meeting.

Gentlemen:

Re: Calapooya Overflow Bridge Replacement
Contract No. 4401

Hamilton and Thorn, contractor on the Calapooya Overflow Bridge Replacement on the Pacific Highway in Linn County, has requested an extension of time from November 30, 1955, to December 13, 1955, the date the contract was completed.

The contractor was delayed by the nonarrival of treated piling. Traffic was routed over this structure before the specified completion date.

As there was no inconvenience to the traveling public nor additional engineering expense incurred by the State, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

PMB/dp
Attached

RECEIVED
MAY 4 - 1956
FOR FILING

22-1134

OREGON STATE HIGHWAY DEPARTMENT

(date) March 16, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4401	6-Final	Hamilton & Thoms	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
5140	R-145974	$ 3,457.75	3/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: to Dec. 13, 1955

Completion Date: Dec. 13, 1955

Date Accepted: April 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-2-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAY 3 1956

R Rawlings

NOTED ON [illegible]

RECEIVED
MAR 9 - 1956
FOR FILING

23-[illegible]
4401

March 8, 1956

CERTIFIED MAIL

Seaboard Surety Co.
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4401 for overflow bridge replacement at M. P. 90.16 on Calapooya River Section in Linn County was completed by the contractor, Hamilton & Thoma, on December 13, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,457.75 will be released to the contractor after acceptance by the Commission. The total contract amount is $45, 840.90 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
gf

RECEIVED
FEB 1 1956
FOR FILING

22-1054
4401

January 31, 1956

Hansen & Rowland, Inc.
Tacoma 1, Washington

Attention: Mr. Leonard E. Frank

Gentlemen:

State Highway Contract No. 4401, awarded to Hamilton & Thoms, for replacement of an overflow bridge on the Pacific Highway, was completed December 13, 1955 but has not been accepted by the State Highway Commission, nor has the final contract price been determined.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA 1, WASHINGTON

"Since 1890"

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

January 26, 1956

[illegible]

Mr. M. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Bond No. 60406 - Hamilton & Thoms -to- State of Oregon - Contract No. 4401 Calapoova Overflow Bridge Replacement

Dear Mr. Glaisyer:

Under date of December 21, 1955, you indicated that the captioned contract was completed but not yet accepted by the State Highway Commission. You also indicated that the final contract price had not yet been determined.

We are wondering whether that information is available at this time.

Thanking you for your cooperation, we are

Very truly yours

HANSEN & ROWLAND, Inc.
General Agents.

Leonard E. Frank

Leonard E. Frank, Mgr.
Surety Bond Department.

sf

REFERRED TO
BY SECRETARY

RECEIVED
JAN 30 1956
STATE HIGHWAY COMMISSION

RECEIVED
MAY 10 1955
FOR FILING

22 MS4
4401

May 9, 1955

Hamilton & Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission on April 13, as follows:

Contract No. 4399, for overflow bridge replacement on the Goshen-Pleasant Hill Section of the Willamette Highway in Lane County.

Contract No. 4401, for the Calapooya Overflow Bridge replacement at Milepost 90.16 on the Pacific Highway in Linn County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 15 1955
FOR FILING

22-1159
4401

April 15, 1955

Hamilton & Thoms
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4401 for Calapooya Overflow Bridge Replacement on the Pacific Highway East in Linn County.

This award was based on your bid of $46,920 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

24-8303 Sardine Cr.-Linn Co. Line 1955
Rock Prod. Proj.

#4402

RECEIVED
NOV 14 1955
FOR FILING

[illegible]
(CONTRACT NO.)
11402
11402

(VOUCHER NO.)
20998

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 19, 1955

(EST. NO.)
3-Final

(WARRANT NO.)
R-134354

(CONTRACTOR)
P. B. Doherty & Son

(AMOUNT)
$ 2,289.48

(DATE)
10/19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1955

Time Extensions: to Aug. 15, 1955 without penalty

Completion Date: Aug. 8, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-8-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

5

Warrant Mailed:

Ruth Rawlings

RECEIVED
SEP 27 1955
FOR FILING

4402

September 26, 1955

CERTIFIED MAIL

Pacific Indemnity Company
240 Henry Building
Seattle
Washington

Gentlemen:

State Highway contract No. 4402 for work performed on the Sardine Creek-Linn County Line Section of the North Santiam Secondary Highway in Marion County was completed by the contractor, P. B. Doherty & Son, on August 8, 1955, but has not as yet been accepted by the Commission.

Final payment in the amount of $2,289.48 will be released to the contractor after acceptance by the Commission. The total contract amount is $32,135.14, of which amount $880.77 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Pacific Indemnity Company
Durham & Bates
901 SW Washington Street
Portland 5, Oregon

6

RECEIVED
AUG 22 1955
FOR FILING

FORM E-123 50M REVISED 2-50

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

August 19, 1955

P. B. Doherty & Son
3105 N. E. 55th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 11 had under discussion your request for an extension of time, from June 30 to August 15, 1955, within which to complete your contract No. 4402, for rock production on the Serdine Creek-Linn County Line Section of the North Santiam Highway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

W. Reid Merritt,
Resident Engineer

H. G. Smith,
Construction Engineer

24-8303

Form E-1-1954

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6,1955, 19

Section Sardine Creek-Linn County Line

Highway North Santiam

Contractor P.B.Doherty & Son

Date of contract April 13,1955, 19

Date work started May 9,1955, 19

Project authorization $35,337.60

Exclusive of Engineering $[illegible]

Kind of work [illegible]

Section prefix [illegible]

Contract number [illegible]

Date of completion , 19

Estimated date of completion [illegible], 19

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $[illegible]

Per cent of contract completed, based on total contract price [illegible]%

Engineering authorization $[illegible]

Engineering cost to date $[illegible], [illegible]%

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor has completed crushing [illegible]

which should be done the first part of next week.

NOTED
W. T. WRIGHT

Signed [illegible] Merritt Res. Engr.

Address By: Ron M Harris

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

NOTED
FORREST COOPER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
s in project	Rock Breaking				
s partially completed					
s completed					
al estimated quantities	10,330 Cubic Yards of Stockpile Rock				
mated quantities moved or placed to date	10,000				
erage daily quantities					
erage daily quantities necessary to complete project on time					
mber shifts per day					
ours per shift					
verage force on project for week					

rcentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%. .... County, ...%; .... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
						1	2
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	Clear		
Friday	"		
Saturday	"		

ECEIVED
JUL 27 1955
OR FILING
24 1323
4402

July 26, 1955

Request for extension of time
No. 3
August 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from P. B. Gonerty for an extension of time on the Sardine Creek Rock Production Project, Contract No. 4402, from June 30, 1955 to August 15, 1955.

The contractor was involved in another project for the State, which he was not able to complete as soon as anticipated due to unseasonable weather. This necessarily delayed his moving in on this job. The overrun of time will not inconvenience the State or add to the engineering costs.

I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. H. G. Smith

EAP hi

RECEIVED
MAY 10 1955
FOR FILING

4-3167
14[illegible]

May 9, 1955

P. B. Doherty & Son
3105 N. E. 55th Avenue
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 1402, which was awarded to you by the State Highway Commission, for rock production on the Sardine Creek-Linn County Line Section of the North Santiam Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 8 1955
FOR FILING

24 - 8503

4402

5795

4-R

April 8, 1955

Oregon State Highway Commission

Gentlemen:

We have obtained a Special Use Permit for a rock quarry from the Supervisor of the Willamette National Forest, but the Special Use Permit requires the State to make payment of $.04225 per cubic yard of material removed to partially reimburse the Forest Service for construction and maintenance of a forest road over which the quarry materials will be hauled. We plan to call bids for 10,000 cubic yards of maintenance materials at this quarry at the April meeting, which will result in payment to the Forest Service of $422.50. Your authority is requested to execute the Special Use Permit for this material which has been prepared by the U. S. Forest Service.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. C. H. Maison

WCW:me lg

FORM E-90 37,900 4-52 90005

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith a letter and two copies of a Special Use Permit from the Supervisor of the Willamette National Forest pertaining to a quarry which we have specified for use on the Sardine Creek Rock Production Project on the North Santiam Highway. You will note on the second page of the permit they have requested the signature of some member of the Department agreeing to the payment of certain funds to cover the maintenance of the haul road by the Forest Service.

It is my understanding that Mr. Cooper has discussed this with you previously and obtained your verbal approval. We have arranged to set up in the project authorization the amount of $500.00 to cover payment for the maintenance.

We have retained sufficient copies of the permit to supply the Right of Way Department and the Division Engineer.

Very truly yours,

[illegible]. G. Smith
Construction Engineer

By Edwin A Pease
Edwin A. Pease
Construction Office Engineer

RECEIVED
APR 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

EAP:AR
Enc.

ASSIGNMENT

April 18, 1955 No. 5798 By WCW

Description: Letter of March 29 by Clyde L. Quam, Acting Forest Supervisor, Eugene, attaching two copies of Special Use Permit for a rock quarry (approx. 3 acres up the Breitenbush Road from the North Santiam Hwy.)

Acknowledged by____ Referred to Smith ✓

__ Investigate and report with recommendation
__ Such action as necessary and report
__ Comment or recommendation
__ Return with rough draft of reply
__ Prepare reply for signature of Mr.________
__ Contact correspondent and report

Paid by Check #48518, dated April 20, 1955

E K Maison

Remarks: Arrange with Accounting to send remittance along with extra copy of permit.

WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-20-55 Report Received__________

TMENT OF AGRICULTURE
SERVICE
ATIONAL FOREST

RECEIVED
MAR 30 1955
LEGAL DEPT.

EUGENE, OREGON

C. WILLIAMS

March 29, 1955

it which you requested in your
refer specifically to Clause 21
tenance. We note your application
pay the rate which we have shown
For your information, the Forest
ing this road maintenance service
ng you may still wish to do so,
n the extra copy of this special
d on the last page. This should
ce to the Forest Service-USDA, in
the amount of $422.50 covering the first 10,000 yards to be hauled.

Also enclosed is the other permit dated March 3, 1955, for the Dry Creek stockpile site.

Very truly yours,

ROBERT AUFDERHEIDE, Forest Supervisor

Clyde L Quam

By: CLYDE L. QUAM, Acting

Enclosures

1905 · 1955

NOTED
E. F. Chidsey

RECEIVED
MAR 30 1955
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WILLAMETTE NATIONAL FOREST

EUGENE, OREGON

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO

RECEIVED
MAR 3 0 1955
LEGAL DEPT.

U
USFS-Willamette
Oregon State Highway Commission
Quarry, Crusher, and Temporary
Stockpile Site
3/3/55

RETURN
C. WILLIAM

March 29, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We enclose the special use permit which you requested in your application of March 3. Kindly refer specifically to Clause 21 regarding cooperative road maintenance. We note your application states that you are willing to pay the rate which we have shown in Clause 21 for this service. For your information, the Forest Service is agreeable to performing this road maintenance service on a cooperative basis. Assuming you may still wish to do so, would you kindly sign and return the extra copy of this special use permit in the space provided on the last page. This should be accompanied by your remittance to the Forest Service-USDA, in the amount of $422.50 covering the first 10,000 yards to be hauled.

Also enclosed is the other permit dated March 3, 1955, for the Dry Creek stockpile site.

Very truly yours,

ROBERT AUFDERHEIDE, Forest Supervisor

Clyde L. Quam

By: CLYDE L. QUAM, Acting

Enclosures

NOTED
E. F. Chidsey

RECEIVED
MAR 3 0 1955
OREGON
STATE HIGHWAY COMMISSION

WOOD WATER FORAGE WILDLIFE RECREATION

1905-1955
50
GOLDEN ANNIVERSARY

-62 Jo[illegible] p. 2[illegible] [illegible]. 19[illegible]

[illegible]

RECEIVED
NOV 23 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 14, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4403	6-Final	Jackson and Ray	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22874	B-136243	$ 709.56	11/14/55

4403

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Pawling
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 24, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: [illegible] 1955

JBL

RECEIVED
NOV 14 1955
FOR FILING

1217
440

November 10, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4403 for work performed on the Cold Springs Creek Bridge Section of the Pendleton-Cold Springs Highway in Umatilla County was completed by the contractor, Jackson & Ray, on September 24, 1955, and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $709.56 will be released to the contractor on or after November 21, 1955. The total contract amount is $19,851.09, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

gf

RECEIVED
OCT 18 1955
FOR FILING

~~30-4049~~
4403

October 18, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Jackson & Ray in connection with contract No. 4403, for bridge, grading and surfacing on the Cold Springs Creek Bridge Section of the Pendleton-Cold Springs Highway in Umatilla County.

This payment, in the amount of $3,195.54, will be released to the contractor on or after October 28, 1955. The retained percentage is $592.01.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
MAY 17 1955
FOR FILING

20-4219
4403

May 16, 1955

Jackson and Ray
760 Ridgeway Ave.
Hermiston, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4403, which was awarded to you by the State Highway Commission on April 13, 1955, covering the Cold Springs Creek Bridge Section of the Pendleton-Cold Springs Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 15 1955
FOR FILING

30-4219
440

April 15, 1955

Jackson & Ray
760 E. Ridgeway
Hermiston, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 awarded to you State Highway Contract No. 4403 for construction of Cold Springs Creek Bridge Section on the Pendleton-Cold Springs Highway in Umatilla County.

This award was based on your bid of $20,998 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

1- 312 [illegible] Corp Doc Prod. [illegible]
[illegible]
[illegible]

RECEIVED
AUG 30 1955

FOR FILING
3/2
4404

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACT OR)
4404	3-Final	C. E. Lesberg

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17102	B-130429	$ 833.70	8/25/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: June 23, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: AUG 29 1955

Ruth Rawlings

NOTED ON CARD

RECEIVED
AUG 17 1955
FOR FILING

1
4404

August 17, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S.W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. O. H. Burnett

Dear Sir:

State Highway Contract No. 4404 for rock production on the Lime-Porter Ferry Section of the Old Oregon Trail in Baker and Malheur Counties was completed by the contractor, C. E. Leseberg, on June 23, 1955 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $833.78 will be released to the contractor on or after August 27, 1955. The total contract amount is $23,971.23 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

B

RECEIVED
JUL 21 1955
FOR FILING

1-8312
4404

July 20, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to C. M. Leseberg on contract No. 4404. for rock production on the Lime-Porter Ferry Section of the Old Oregon Trail in Baker and Malheur Counties.

This payment, in the amount of $12,550.21, will be released to the contractor on or after July 30, 1955. The retained percentage is $715.59.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

NOTED ON CARD

1-8312

B

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 25, 1955

Kind of work Rock Production

Section Lime-Porter Ferry

Section prefix 1-8312

Highway Old Oregon Trail

Contract number 4404

Contractor C. E. Leseberg

Date of completion August 31, 1955

Date of contract April 14, 1955

Estimated date of completion , 19

Date work started April 25, 1955

Per cent of time elapsed $\frac{72}{139}$ 52 %

Amount of contract $24,831.45

Estimated cost of completed project, exclusive of engineering $24,831.45

Per cent of contract completed, based on total contract price 100 %

Date project was completed June 23, 1955

Engineering cost to date $ 1500, 79 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing Thursday. Started dismantling plant Friday.

Party have finished remeasuring all stockpiles.

NOTED
OSCAR CUTLER

NOTED
R. G. SMITH

NOTED
W. T. WRIGHT

NOTED
FORREST COOPE

RECEIVED

Signed V. E. Greene

Address Ontario, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			19.9		
Miles partially completed			19.9		
Miles completed			19.9		
Total estimated quantities			9,900		
[illegible]stimated quantities moved or placed to date			9,900		
[illegible]erage daily quantities			137.5		
[illegible]erage daily quantities necessary to complete [illegible]roject on time			0		
[illegible]ber shifts per day			1		
[illegible]s per shift			8		
[illegible]rage force on project for week			9		

[illegible]ercentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 3, Sheep-foot rollers ...., . . Trucks 3, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

STATE PRINTING

RECEIVED
MAY 10 1955
FOR FILING

1-83
4404

May 9, 1955

Mr. C. E. Lesseberg
201 Reece St.
Nyssa, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4404, which was awarded to you by the State Highway Commission on April 14, for rock production on the Lime-Porter Ferry Section of the Old Oregon Trail in Baker and Malheur Counties.

A copy of this contract is also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 15 1955

FOR FILING

1-4212

4404

April 15, 1955

Mr. C. E. Leseberg
201 Reeco Avenue
Nyssa, Oregon

Dear Sir:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4404 for Lime-Porter Ferry Rock Production Project on the Old Oregon Trail Highway in Baker and Malheur Counties.

This award was based on your bid of $23,560 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

[illegible]3-1 [illegible] Atlanta ([illegible]rt Ave. & 7th St.) 1955
Grad. & Paving Project.
4405

F4105

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 1, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4105	3-Final	Salem Blacktop Paving Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
17867	B-131182	$ 500.00	9/1/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: July 13, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-2-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: SEP [illegible]

Ruth Rawlings

NOTED ON CARD
gl

b

RECEIVED
AUG 17 1955
FOR FILING

[illegible] 11-7
4405

August 17, 1955

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

State Highway Contract No. 4405 for work performed on the Molalla (Hart Ave.-7th St.) City Street Section in Clackamas County was completed by the contractor, Salem Blacktop Paving Co., on July 13 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after August 27, 1955. The total contract amount is $9,533.29 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Robert P. Dawson
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD

RECEIVED
AUG 1 - 1955
FOR FILING

303.1407
4405

August 1, 1955

CERTIFIED MAIL

Standard Accident Insurance Co.
Detroit 32
Michigan

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Salem Black Top Paving Co. on contract No. 4405, for grading and paving on the Molalla (Hart Ave.-7th St.) Section in Clackamas County. This payment, in the amount of $758.20, will be released to the contractor on or after August 11, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Robert P. Dawson
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD
H

303-1707

Form E-1-1896

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 16, 1955

Section Hart Ave. - 7th St. (Molalla)

Kind of work Grading and paving

Highway City Streets

Section prefix 303-1707

Contractor Salem Blacktop Paving Co.

Contract number 4403 4405

Date of contract April 14, 1955

Date of completion August 31, 1955

Date work started June 7, 1955

Estimated date of completion July 13, 1955

Project authorization . . . . $ 10,369.58

Exclusive of Engineering . . . . $ 9,632.19

Per cent of time elapsed 66.9 %

Estimated cost of completed project, exclusive of engineering . . . . $ 9,500.00

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . . . $ 737.39

Engineering cost to date $ 800.00, 108.4 %

Date project was completed July 13, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor sealed the pavement Wednesday afternoon. The job is now complete and ready for final inspection.

NOTED
OSCAR CUTLER

NOTED

RECEIVED
JUL [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Willard J. Scofield Res. Engineer
by Albert P. Lockwood

Address P.O. Box 4699, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.21	0.21			0.21
Miles partially completed					
Miles completed	0.21	0.21			0.21
Total estimated quantities	520	1,200			540
Estimated quantities moved or placed to date	480	1,200			540
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ....1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Distributor......, 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair		
Thursday			
Friday			
Saturday			

RECEIVED
MAY 10 1955
FOR FILING

503-707
4405

May 9, 1955

Salem Black Top Paving Co.
1025 Dearborn Ave.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4405, which was awarded to you by the State Highway Commission on April 14, for grading and paving on the Molalla (Hart Ave.-7th St.) Section in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

April 21, 1955

Mr. K. R. Treadwell
City Recorder
Molalla, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

On April 14, 1955 the State Highway Commission awarded Contract #4405 to the Salem Blacktop Paving Company for the grading and paving of Hart Avenue and Seventh Street in Molalla. The estimated cost based on this bid is as follows:

Contract Items	$ 9,217.40
Engineering & Contingencies	1,152.18
Survey	550.00
Total.......	$10,919.58

Enclosed for your records are copies of the contract and plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:[redacted]
Encl.

RECEIVED
APR 15 1955
FOR FILING

[illegible]
4405

April 15, 1955

Salem Black-Top Paving Co.
1025 Dearborn Avenue
Salem, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4405 for Molalla (Hart Ave. & 7th St.) Grading and Paving Project in Clackamas County.

This award was based on your bid of $9,217.40 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 8 1955
FOR FILING

303-1707
4405

April 7, 1955

K. A. Treadwell, City Recorder
City Hall
Molalla, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Molalla covering the Special City Allotment project on Hart Avenue and Seventh Street in Molalla.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

APR 11 1955

FOR FILING

Div. of Accts
allocations
To Cities

Molalla

Salem, Oregon
April 7, 1955

Sp. State Tax St. Funds,
#86.

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Molalla covering the Special City Allotment project on Hart Avenue and Seventh Street in Molalla.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Molalla, Oregon.

Secretary

rn
Attach: 1

Jerry
to file

FORM E-90 25M 9-51 92816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

L

Attached are three copies of an agreement covering the Special City Allotment project on Hart Avenue and Seventh Street in Molalla. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 7, 195~~5~~4.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
MAR 31 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-7-54 Minute Page 29
Secretary

Memo to File

3.23.55

To County & City Relations File No.

From O. E. McAdams, Jr. Date

Subject Molalla Ordinance #290 re Agreement for Street Repair assistance.

I have checked this ordinance. I find it to be legal as to form but the ordinance provides that there be a maximum expenditure of $10,000 by the City which is not in accord with the agreement. However, I understand the $10,000 is a charter limitation upon the Council and therefore, the Commission policy of not awarding this type of contract, involving municipal funds, when the award exceeds the estimate ($16,500) by 10%, then this ordinance and agreement will be adequate.

RECEIVED
[illegible] 23 1955
ENGINEER

McA.

State Printing 75703

State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Hart Avenue and Seventh Avenue and extending to Molalla Avenue.

Section 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3: WHEREAS, it is necessary that said improvement be 1955 while the weather permits, and whereas,

---

County and City
J. A. Larsen

ORDINANCE # [illegible]

AN ORDINANCE providing for a form of agreement by and between the City of Molalla, Clackamas County, Oregon and the State of Oregon, by and through its State Highway Commission for the improvement of a portion of the streets of the City of Molalla, namely: Hart Avenue and Seventh Avenue extending to Molalla Avenue.

WHEREAS, the City of Molalla, State of Oregon has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provision of Sec.[illegible] and Sec.[illegible], and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Hart Avenue and Seventh Avenue extending to Molalla Avenue in said City, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which is marked Exhibit A and attached hereto, and by this reference made a part hereof, the State Highway Commission has agreed to pay the costs of the project up to $15,000.00 (Fifteen Thousand and no/100 Dollars) and the City of Molalla to pay all costs in excess of said Fifteen Thousand and no/100 Dollars not to exceed Ten Thousand and no/100 Dollars ($10,000.00) in excess of said $15,000.00 figure.

NOW THEREFORE, THE CITY OF MOLALLA DOES ORDAIN AS FOLLOWS:

Section 1: That that certain form of agreement hereinabove referred to be entered into by the City of Molalla, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Hart Avenue and Seventh Avenue and extending to Molalla Avenue.

Section 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3: WHEREAS, it is necessary that said improvement be made in the calendar year 195[illegible] while the weather permits, and whereas, the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Molalla, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after the passage by the Common Council and approval by the Mayor, as authorized by the City Charter dated December [illegible], 19[illegible].

Section 4: That the costs of publication of the ordinance in a newspaper are deemed by the Common Council to be excessive and that said ordinance shall be posted only as by Charter provided.

Read in full and once by title at the regular meeting of the Common Council of the City of Molallat the City Hall on the 22nd day of February, 195[illegible].

Final reading and approval at the regular meeting of the Common Council of the City of Molalla, this 8th day of March, 195[illegible], by a vote of 5 ayes and 0 nays.

Submitted to and approved by the Mayor on the 8th day of March, 195[illegible].

Mayor

Attest:

Recorder

JACK & BECKETT
ATTORNEYS AT LAW
SUITE 200 BUTLER BUILDING
OREGON CITY, OREGON

ORDINANCE # 290

AN ORDINANCE providing for a form of agreement by and between the City of Molalla, Clackamas County, Oregon and the State of Oregon, by and through its State Highway Commission for the improvement of a portion of the streets of the City of Molalla, to-wit: Hart Avenue and Seventh Avenue extending to Molalla Avenue.

WHEREAS, the City of Molalla, State of Oregon has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Hart Avenue and Seventh Avenue extending to Molalla Avenue in said City, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which is marked Exhibit A and attached hereto, and by this reference made a part hereof, the State Highway Commission has agreed to pay the costs of the project up to $15,000.00 (Fifteen Thousand and no/100 Dollars) and the City of Molalla to pay all costs in excess of said Fifteen Thousand and no/100 Dollars not to exceed Ten Thousand and no/100 Dollars ($10,000.00 in excess of said $15,000.00 figure.

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Section 3: WHEREAS, it is necessary that said improvement be made in the calendar year 1955 while the weather permits, and whereas, the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Molalla, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after the passage by the Common Council and approval by the Mayor, as authorized by the City Charter dated December 8, 1953.

Section 4: That the costs of publication of the ordinance in a newspaper are deemed by the Common Council to be excessive and that said ordinance shall be posted only as by Charter provided.

Read in full and once by title at the regular meeting of the Common Council of the City of Molallat the City Hall on the 23rd day of February, 1955.

Final reading and approval at the regular meeting of the Common Council of the City of Molalla, this 8th day of March, 1955, by a vote of 5 ayes and 0 nays.

Submitted to and approved by the Mayor on the 8th day of March, 1955.

Attest:

Mayor

CKETT
AT LAW
ER BUILDING
Y, OREGON

ORDINANCE # 290

AN ORDINANCE providing for a form of agreement by and between the City of Molalla, Clackamas County, Oregon and the State of Oregon, by and through its State Highway Commission for the improvement of a portion of the streets of the City of Molalla, to-wit: Hart Avenue and Seventh Avenue extending to Molalla Avenue.

WHEREAS, the City of Molalla, State of Oregon has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provision of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Hart Avenue and Seventh Avenue extending to Molalla Avenue in said City, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which is marked Exhibit A and attached hereto, and by this reference made a part hereof, the State Highway Commission has agreed to pay the costs of the project up to $15,000.00 (Fifteen Thousand and no/100 Dollars) and the City of Molalla to pay all costs in excess of said Fifteen Thousand and no/100 Dollars not to exceed Ten Thousand and no/100 Dollars ($10,000.00 in excess of said $15,000.00 figure.

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Final reading and approval at the regular meeting of the Common Council of the City of Molalla, this 8th day of March, 1955, by a vote of 5 ayes and 0 nays.

Submitted to and approved by the Mayor on the 8th day of March, 1955.

Mayor

Attest:

K R Treadwell
Recorder

Page

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
Jan. 24, 1955

NOTED
V. R

SUBJECT: Base Design Charts

To: Mr. A. G. Skelton
Division Engineer
Division I
Portland, Oregon

RECEIVED
JAN 25 1955
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Hart Ave. and 7th St. Section, of the Molalla City Streets.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 355308 and 355309.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

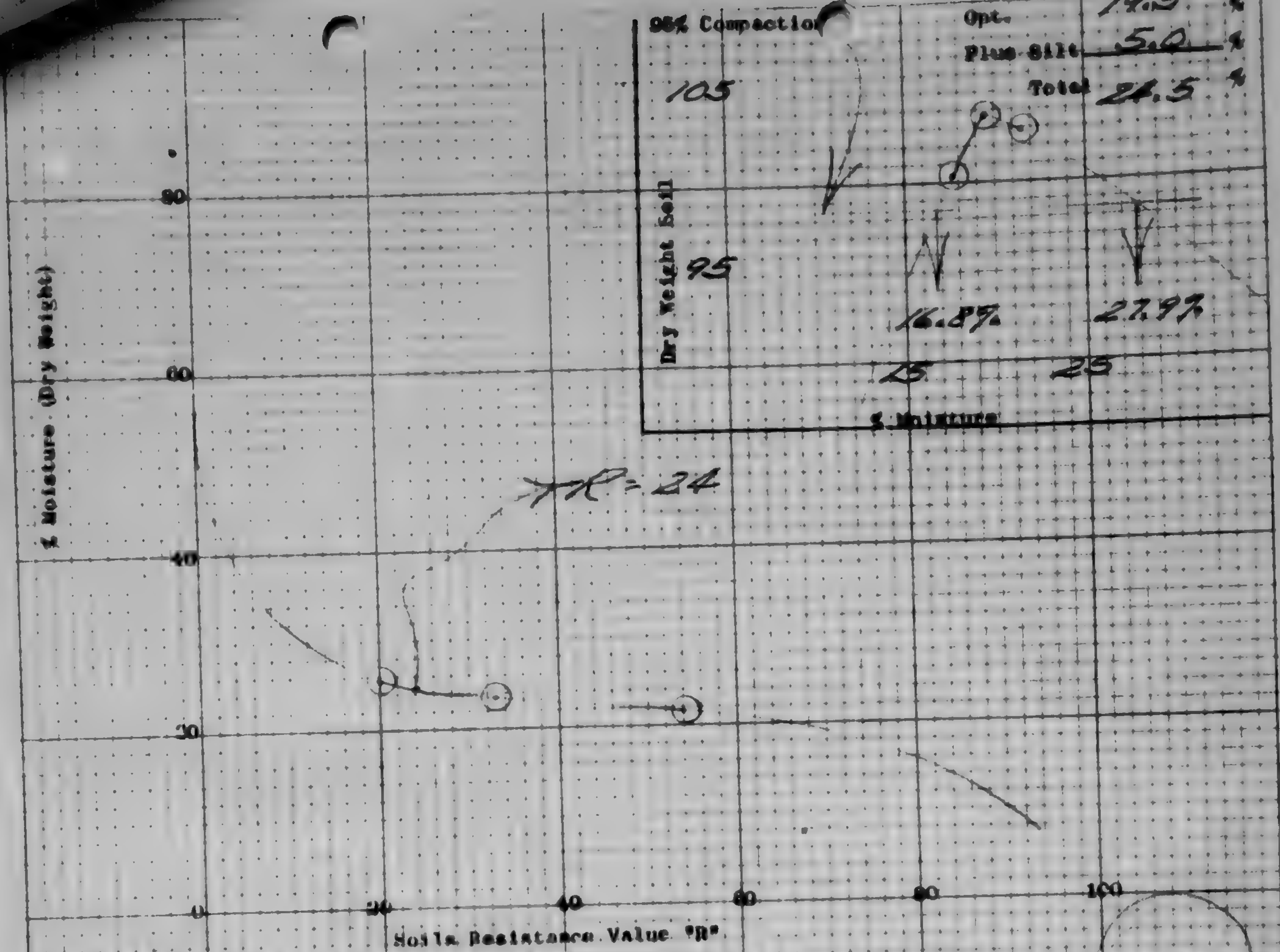
By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
James Cochell
County and City
J. A. Larsen

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS



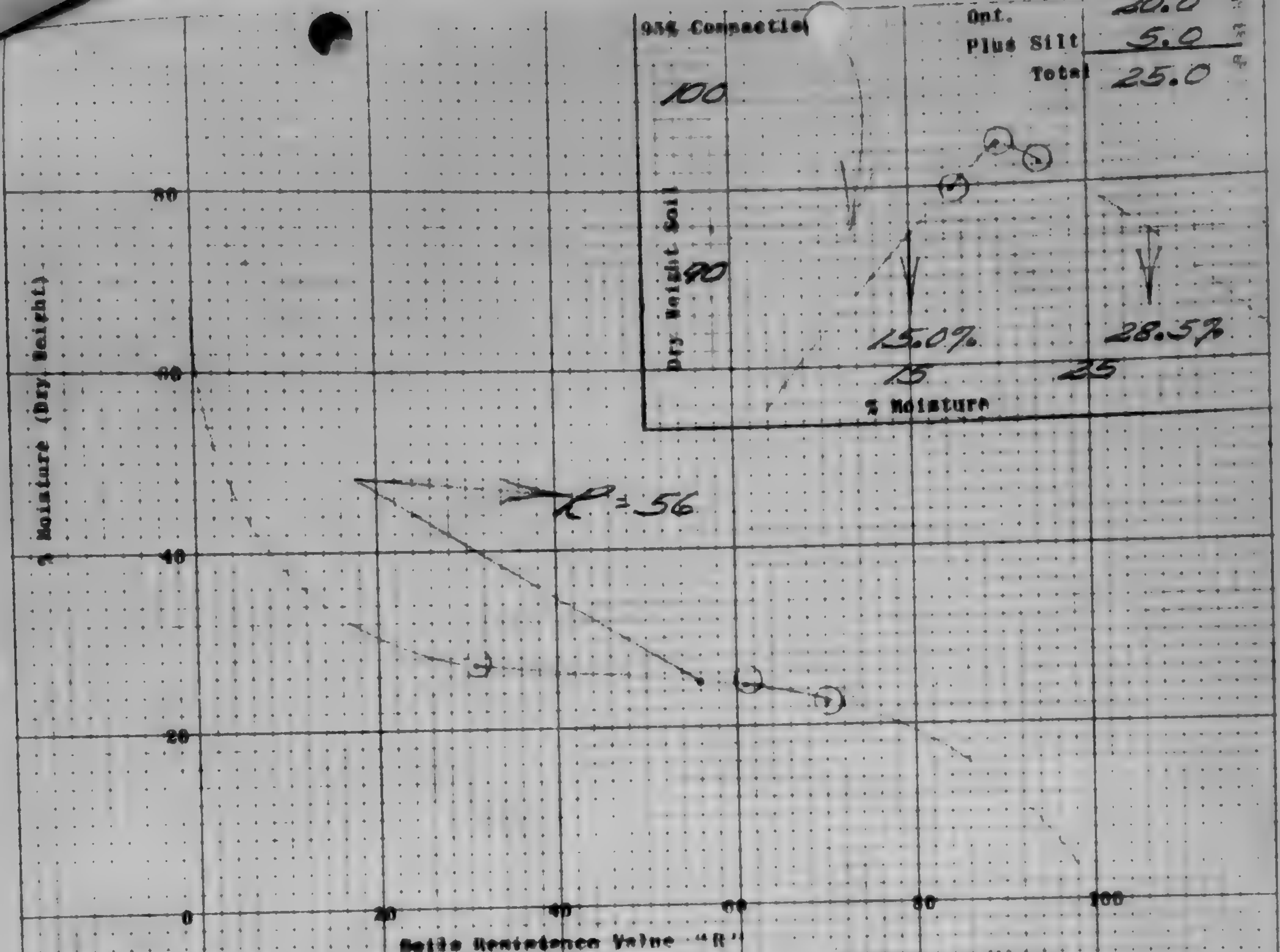
Data Sheet No	A38093
Lab. No.	355308
LL	32
PI	10
Pass 200 Screen	83.3 %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	2.7 %
Coarse Sand	6.4 %
Fine Sand	10.6 %
Silt	40.4 %
Clay	39.9 %
G-	2.66
Natural Moisture	%

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear M.H. Traffic	14.5 "
Minus Rock Reduction	— "
	"
Minus Wearing Surface	3.0 "
	11.5 "
Plus 25% Increase	3.0 "
Plus Wearing Surface	3.0 "
Total Base & Wear	17.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Hart Ave. & 7th St.
Hwy Molalla City Sts.
Station 200' W. Molalla Ave. on 7th St.
Depth - 1' 3'
Hole #
To be used - Subgrade
Prefix No. 303 1480
County - Clackamas
Date 1-24-55
Designed by - S



Data Sheet No. A38095
Lab. No. 355309
LL 36
PI 10
Pass 200 Screen 77.6 %
HYDROMETER ANALYSIS
Particles larger than 2.0 mm 4.2 %
Coarse Sand 8.2 %
Fine Sand 14.8 %
Silt 39.3 %
Clay 33.5 %
Sg 2.62
Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available, in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

Base & Wear M.H. Traffic 11.0
Minus Rock Reduction
Minus Wearing Surface 3.0
8.0
Plus 25% Increase 2.0
Plus Wearing Surface 3.0
Total Base & Wear 13.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Hart Ave. & 7th St.
Hwy Molalla City St.
Station 200' N. of 7th St. on Hart Ave.
Depth 6" - 24"
Hole #
To be used Subgrade
Prefix No. 303 1480
County - Clackamas
Date 1-24-55
Designed by G

CLEARPRINT PAPER CO NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 BY 100 DIVISIONS PRINTED IN U.S.A.

THE CITY OF MOLALLA
STATE OF OREGON

Sept. 23rd. 1954.

State Highway Department,
Attention Mr. Harold Ayers,
Salem, Oregon.

J. W. A.

Dear Mr. Ayers;

At the last regular meeting of the Mayor and Common Council of the City of Molalla the Council voted to underwrite the Fifteen Hundred Dollars which was the difference between the Fifteen Thousand Dollars that could be allocated by the State Highway Dept. and your estimate of Sixteen Thousand Five Hundred Dollars necessary to resurface South Hart Ave, and Seventh Street. Your estimate specifies the need of Twelve inches of base rock and this was agreed to by the Council, however the Council voted to do its own excavating on this project thereby reducing the cost somewhat and also assuring the City of the placing of the base rock with reference to the surface of the street level.

Yours Very Truly,

City of Molalla,

K. R. Treadwell

K. R. Treadwell, Sec.- Treas.

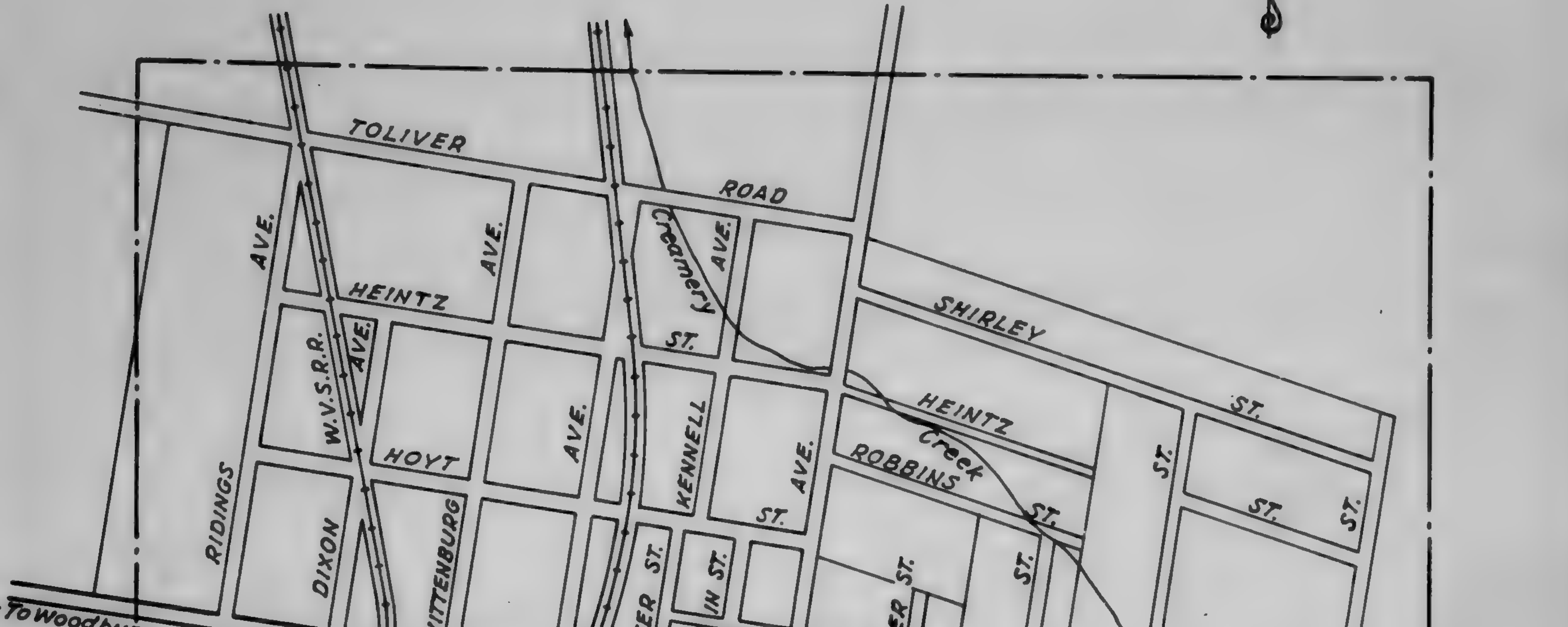
RECEIVED
SEP 27 1954
[illegible]

RECEIVED
SEP 27 1954
OREGON
STATE HIGHWAY COMMISSION

no 22

MOLALLA

Scale 1"=800'


TOLIVER
ROAD
AVE.
AVE.
Creamery
AVE.
HEINTZ
SHIRLEY
W.V.S.R.R.
AVE.
ST.
HEINTZ
Creek
ST.
RIDINGS
HOYT
AVE.
KENNELL
AVE.
ROBBINS
ST.
ST.
ST.
ST.
DIXON
WITTENBURG
WATER ST.
LIN ST.
CENTER ST.
GRANGE
FENTON
← To Woodburn
MAIN
ROSS
ST.
WOODBURN-SANDY HWY.
ST.
AVE.
2ND.
AVE.
AVE.
AVE.
COLE
SHAVER
S.P.Co.R.R.
AVE.
CASCADE
AVE.
ST.
ST.
To Colton →
ENGLE
3RD.
4TH.
ST.
MOLALLA
HART
SWEIGLE
BERKELEY
ST.
LOLA
ST.
ECKERD
AVE.
5TH.
SECTION
ST.
8
9
6TH. ST.
ST.
METZLER
17
16
MAY
ST.
HOOD
7TH.
ST.
℄ City Limits

7022

Molalla 5-5-54

Investigated condition and use of Hart and Seventh streets in Molalla, Then called on City Recorder K R Treadwell. These streets are in poor condition and are receiving very heavy wear by a large volume of log trucks.

Believe we can recommend a project on these streets as they fully meet the qualification of the Act.

H Meyers

RESOLUTION

1-12-59

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Molalla. is an incorporated city of the State of Oregon, and has a population of 1497, as given by the latest official census, and

WHEREAS, the following streets of said city, Molalla

Hart Ave. from Section to Seventh and Seventh Streets.

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Hart Ave. from Section to Seventh and Seventh Streets

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Molalla does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Clifford S. Beckett Atty. at Law, Oregon City, Ore. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12th. day of Jan., 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

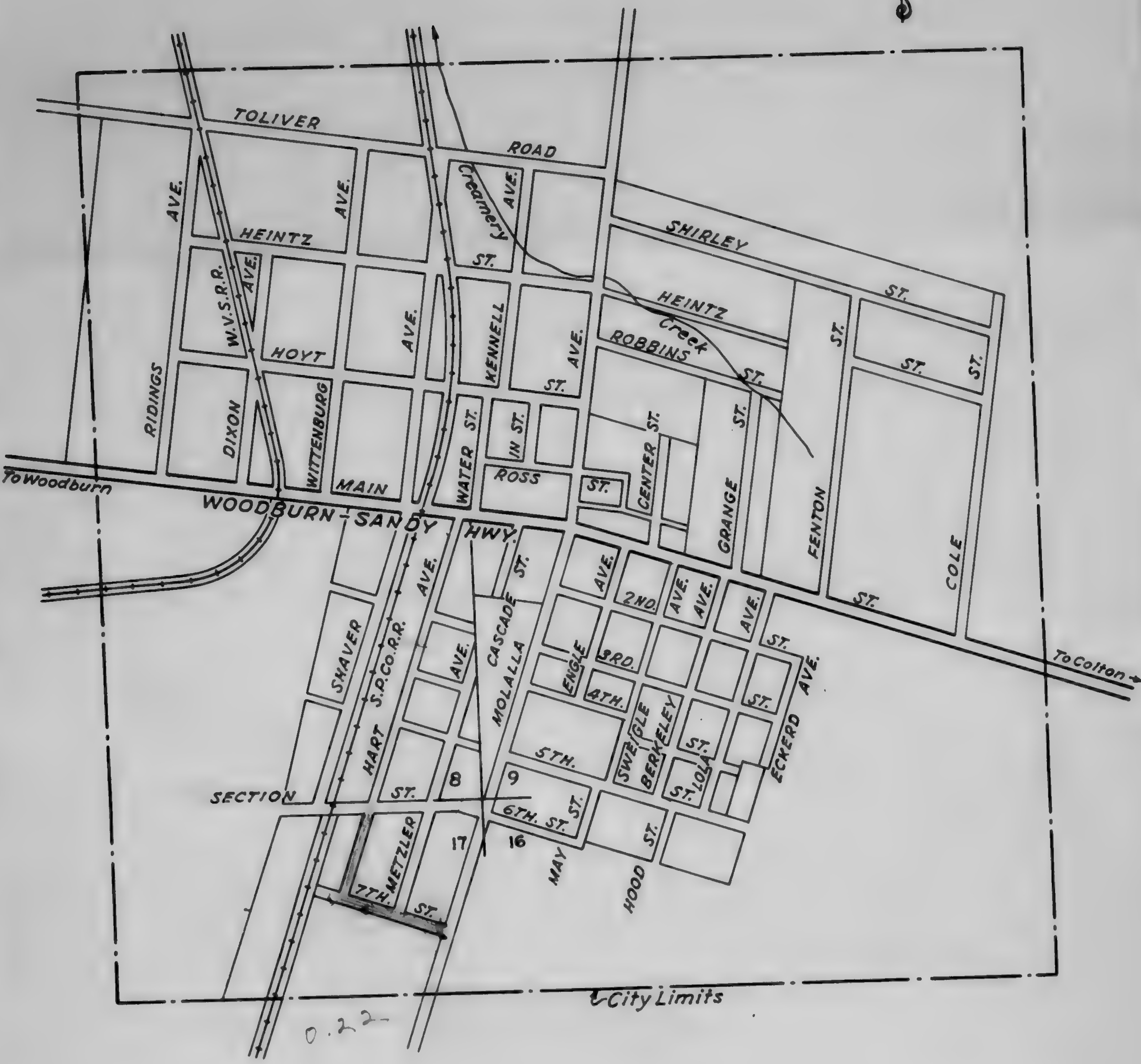
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Molalla at a regular or ~~special~~ meeting of said Council, held on the 12th. day of Jan., 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 15th. day of March., 1954.

K. R. Treadwell.
City Recorder

MOLALLA

Scale 1"=800'


TOLIVER
ROAD
SHIRLEY
HEINTZ
AVE.
AVE.
Creamery
AVE.
W.V.S.R.R.
AVE.
ST.
HEINTZ
ST.
HOYT
AVE.
HENNELL
AVE.
ROBBINS
Creek
ST.
ST.
ST.
RIDINGS
DIXON
WITTENBURG
WATER ST.
IN ST.
CENTER ST.
ST.
GRANGE
FENTON
COLE
MAIN
ROSS
ST.
To Woodburn
WOODBURN - SANDY HWY.
ST.
AVE.
ST.
AVE.
2ND.
AVE.
AVE.
AVE.
ST.
To Colton
SHAVER
S.P.Co.R.R.
AVE.
CASCADE
MOLALLA
ENGLE
3RD.
4TH.
ST.
AVE.
ECKERD
SWEIGLE
BERKELEY
ST.
LOLA
ST.
5TH.
HART
SECTION
ST.
8
9
6TH. ST.
ST.
17
16
METZLER
7TH.
ST.
MAY
HOOD
ST.
℄ City Limits

0.22

RECEIVED
JUN 29 1955
FOR FILING

10[illegible]

(CONTRACT NO.) 4406

OREGON STATE HIGHWAY DEPARTMENT
(date)
June 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4406	1-Final	Trussfab Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12913	B-125689	$ 6,655.74	6/27/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlins
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: None

Completion Date: May 17, 1955

Date Accepted: May 25, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-27-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

ED ON CARD

Warrant Mailed: Received in this office by J. [illegible] JUN 27 1955

Ruth Rawlins

RECEIVED
JUN 16 1955
FOR FILING

102-[illegible]

June 16, 1955

CERTIFIED MAIL

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4406 for constructing guard rail on the Molalla Junction-Marquam Section of the Cascade Highway in Clackamas County was completed by the contractor, Trussfab, Inc., on May 17 and was formally accepted by the Highway Commission on May 25, 1955.

Final payment in the amount of $6,655.74 will be released to the contractor on or after June 27, 1955. The total contract amount is $6,655.74 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

gl

cc: C. A. Tomassene & Sons
1002 Cascade Bldg.
Portland 4, Oregon

NOTED ON CARD

103-1606

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 21, 1955

Section Molalla Junstion - Marquam

Highway Cascade

Contractor Trussfab, Inc

Date of contract April 14, 1955

Date work started April 20, 1955

Project authorization $ 8190.00

Exclusive of Engineering $ 7607.60

Kind of work Guard Rail

Section prefix 103-1606

Contract number 4406

Date of completion September 15, 1955

Estimated date of completion May 17, 1955

Per cent of time elapsed 21.93 %

Estimated cost of completed project, exclusive of engineering 6655.74

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 582.40

Engineering cost to date 904.13, 155.24 %

Date project was completed May 17, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed installation of guard rail, painting, and cleaning paint off fence posts Tuesday. Mr Farrar & Mr Warfield checked construction Wednesday & found everything OK except about two 12½ foot sections that it will take about one hour to correct.

Semi-Final submitted Thursday, the 19th, to the Division Office.

NOTED

NOTED

FORREST COOPER

RECEIVED
MAY 19 1955
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
MAY 1955
OF
ENGINEER

Signed J. F. McGee

Address Res. Eng'r.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	Guard Rail	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
[illegible]	3630 Ft.				
[illegible] ompleted	3657 "				
[illegible]	3657 "				
[illegible]ated quantities	3630 "				
Estimated quantities moved or placed to date	3657 "				
Average daily quantities	108 "				
Average daily quantities necessary to complete project on time	Completed				
Number shifts per day	0				
Hours per shift	Variable				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					2	1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Fair		
Thursday	"		
Friday			
Saturday			

May 9, 1955

Trussfab, Inc.
1160 N. W. 102nd Ave.
Portland 1, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4406, which was awarded to you by the State Highway Commission on April 14, 1955, for guard rail installation on the Molalla Junction-Marquam Section of the Cascade Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 15 1955
FOR FILING

603 - [illegible]
440

April 15, 1955

Trussfab, Inc.
1160 N. W. 102nd Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4406 for Molalla Junction-Marquam Guardrail Project on the Cascade Highway in Clackamas County.

This award was based on your bid of $7,280 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

[illegible] [illegible] co. [illegible] Project [illegible]

[illegible]07

RECEIVED
OCT 21 1955
FOR FILING

R. H. Baldock

October 14, 1955

FINAL COST ANALYSIS

Millican Fencing
Contract No. 4407

Central Oregon Highway
Prefix 9-1037

VanTassel Bros., Contractors
H. S. Cox, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Revenue
*Drainage Exc. Unclass.	483.91	Cu. Yd.	$ 3.00	$ 1.73	$ 837.15	$ 1,451.73
*84" Corr. Metal Pipe	144	Lin.Ft.	32.11	37.44	5,391.40	4,623.84
*Extra for pipe under pavement	64	Lin.Ft.	22.14	2.05	131.20	1,416.95
Type 1 Fence	4,520.3	Rods	2.60	2.36	10,661.58	16,752.78
					$17,021.33	$19,245.31

Gross Revenue	$19,245.31
Total Cost	17,021.33
Net Profit	$ 2,223.98

Net Profit equals 11.5% of Gross Revenue

*Work Done all or part by Mr. Cork

Millican Fencing

Detail of Cost

Labor:					
Labor				$ 1,469.58	
Labor Insurance				105.80	$ 1,575.38
Materials:					
84" Corr. Metal Pipe uncoated	144	at	$ 28.56	$ 4,112.64	
Bands	3	"	57.12	171.36	
6½' Studded Post	5226	"	0.819	4,281.15	
End Posts 7'	49	"	4.41	216.09	
Corner Posts 7' with 2 Braces	4	"	6.28	25.12	
Corner Post 7' with 3 Braces	1	"	8.87	8.87	
Barb Wire	342 rolls	at	8.25	2,821.86	
Stays	8800	"	54.66 per ~~hundred~~ Thousand	483.82	
Extra Freight on Post & Wire				16.85	$12,137.76
Equipment Rentals & Miscellaneous Supplies:					
Equipment Rentals				$ 351.60	
Gas, Oil & Grease				216.50	
Small Tools & Misc. Supplies				40.55	
Ready Mix Concrete				383.62	
Bond				144.37	
Home Office & General Overhead				95.80	$ 1,232.44
Paid to Mr. Cork					$ 2,075.75
TOTAL COST					$17,021.33

Remarks:

This was a "State Project" calling for the construction of 4500 Rods of Type 1 Fence and install 150 lin. ft. of 84" Corrugated Metal Stock passes. Work was started May 9, 1955, and the project was completed August 15, 1955.

Equipment used in construction of Type 1 Fence consisted of 105 compressor, 1½ Ton Flatbed Truck and one Pick up - 3 men worked on the construction of fence. (two VanTassel Bros. and one hired man). Being farmers they worked on the fencing project when not doing farm work. Mr. Cork, of Redmond, was hired to do Items 1, 2 & 3 and all materials were purchased by VanTassel Bros.

By doing most of the work with very little equipment the contractor realized a good profit from this contract.

Oscar Cutler
Chief Cost Analyst

By . . . R. T. Wechter

9-1037

OREGON STATE HIGHWAY DEPARTMENT
(date)
~~September 23, 1955~~

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4407	4-Final	Van Tassel Bros.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19167	R-132537	$ 1,428.53	9/23/55

Mr. H. B. Glaisyer:

[illegible] listed above is in payment of the final estimate of the above described [illegible] The warrant will be held in the Accounting Division until advised by you [illegible] is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

[illegible] mpletion Date: Nov. 30, 1955

[illegible] None

[illegible] Aug. 15, 1955

[illegible] Sept. 22, 1955

[illegible] None of record

[illegible] None of record

Date: 9-27-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
asst Secretary

Warrant Mailed: SEP 27 1955

Ruth Rawlings

RECEIVED
SEP 15 1955
FOR FILING

4407

files

UNITED STATES FIDELITY AND GUARANTY COMPANY
GEORGE C. BOTTOMS, MANAGER
PORTLAND OFFICE
SUITE 201, PORTLAND TRUST BUILDING
319 S. W. WASHINGTON STREET, PORTLAND 4, OREGON
TELEPHONE: BROADWAY 0464

LOTUS M. CONSER
ASSOCIATE MANAGER

JOSEPH A. BOYCE
SUPERINTENDENT OF CLAIMS

September 14, 1955

Oregon State Highway Commission,
Salem, Oregon

Attention: Mr. H. B. Glaisyer

NOTED
FLOYD QUERY

Re: Van Tassell Brothers
Contract No. 4407
Bond #58807-12-996-55

Gentlemen:

We have your letter of September 13, 1955, by Certified Mail, notifying us that the State Highway Commission Contract No. 4407 for work by the contractor, Van Tassell Brothers, on the Millican Section of the Central Oregon Highway in Deschutes County has been completed.

We know of no reason why the final payment in the amount of $1,428.53, as stated in your letter, should not be released to the contractor.

Thank you for your letter to us on this matter.

Sincerely yours,

George C. Bottoms

George C. Bottoms, Manager

GCB:hd

RECEIVED
[illegible] 1955
[illegible]
STATE HIGHWAY COMMISSION

U. S. F. & G.

RECEIVED
SEP 14 1955
FOR FILING

7-1037
4407

September 13, 1955

CERTIFIED MAIL

United States Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State highway contract No. 4407 for work performed on the Millican Section of the Central Oregon Highway in Deschutes County was completed by the contractor, Van Tassel Brothers, on August 15, 1955, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,428.53 will be released to the contractor after acceptance by the Commission. The total contract amount is $19,245.31, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

rn

NOTED ON CARD
9-13-55

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1955

Section Millican

Highway Central Oregon

Contractor Van Tassel Bros.

Date of contract April 14, 1955

Date work started , 19

Project authorization $ 22,124.59

Exclusive of Engineering $ 20,551.28

Kind of work Fencing & Stock-passes

Section prefix 9-1037

Contract number 4407

Date of completion ~~August 15~~ Nov 30, 1955

Estimated date of completion August 15, 1955

Per cent of time elapsed 43.7 %

Estimated cost of completed project, exclusive of engineering $ 20,551.28

Per cent of contract completed, based on total contract price 94.0 %

Engineering authorization $ 1,573.31

Engineering cost to date $ 875.00, 55.6 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor Van Tassel finished stringing wire on Wednesday, July 20, 1955. He is now engaged in Placing stay wired and as soon as all stay wires are placed, this project will be complete.

NOTED
OSCAR CUTLER

NOTED

NOTED
W. T. WRIGHT

Signed

Address Box 151, Bend

original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	~~GRADING~~ Fencing	~~SURFACING~~ Stock-passes	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	8.03				
Miles partially completed					
Miles completed	8.03				
Total estimated quantities	4520	3			
Estimated quantities moved or placed to date	4520	3			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday	Fair all week		
Thursday			
Friday			
Saturday			

[illegible], 1955

Van Tassel Bros.
Terrebonne
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4407, which was awarded to you by the State Highway Commission on April 14, for fencing and stock passes on the Millican Section of the Central Oregon Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 15 1955
FOR FILING

9-637
4407

April 15, 1955

Van Tassel Bros.
Terrebonne
Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4407 for Millican Section Fencing Project on the Central Oregon Highway east of Bend in Deschutes County.

This award was based on your bid of $19,116.30 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

[illegible] [illegible] [illegible]-hiro [illegible] [illegible] [illegible] [illegible]
[illegible]

[illegible] 23 1057 1

July 24th, 1956

Vale-Cairo Section
Contract #4408

FINAL COST ANALYSIS
Shoulder Oiling
N. A. Toole, Contractor
V. E. Graue, Resident Engineer

Central Oregon Highway
Prefix 23-1057

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Shoulders	12	Mile	$200.00	$200.00	$ 2,400.00	$ 2,400.00
Furnish & Placing Aggregates	2,722	Cu. Yd.	4.25	4.40	11,978.62	11,568.50
150-200 Asphalt in Shoulder Oiling	201.9	Ton	50.00	50.00	10,095.00	10,095.00
RS-1 Asphalt in Shoulder Oiling	61.05	"	55.00	55.00	3,357.75	3,357.75
3/4"-$\frac{1}{2}$" Cr. Material in Stockpile	1,280.5	Cu. Yd.	2.10	2.05	2,625.88	2,689.05
$\frac{1}{2}$"-$\frac{1}{4}$" Cr. Material in Stockpile	1,402.5	" "	2.10	2.05	2,876.07	2,945.25
$\frac{1}{4}$"-#10 Cr. Material in Stockpile	684	" "	2.10	2.05	1,402.66	1,436.40
$\frac{1}{2}$"-#10 Cr. Material in Stockpile	2,053.9	" "	2.25	2.05	4,211.87	4,621.28
PA #1, $\frac{1}{2}$"-$\frac{1}{4}$" Cr. Material in Stockpile	1,200	" "	2.25	2.05	2,460.80	2,700.00
PA #1, $\frac{1}{4}$"-#10 Cr. Material in Stockpile	508.3	" "	2.25	2.05	1,042.35	1,143.68
S.P. Haul Adjustment, Favor of Contractor	117	Yd. Mi.	0.12			14.04
					$42,451.00	$42,970.95
City of Vale (Crushed Gravel)	3,619	Cu. Yd.	2.10	2.05	7,421.37	7,600.00
					$49,872.37	$50,570.95

Gross Revenue	$50,570.95
Total Cost	49,872.37
Net Profit	$ 698.58

Net Profit Equals 1.38% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:			
Labor		$ 8,967.27	
Labor Insurance		384.17	
			$ 9,351.44
Materials:			
150-200 Asphalt	201.9 Ton at $37.50 (Frt. Incl.)	$ 7,571.25	
RS-1 Asphalt	61.05 " " 40.20 " "	2,454.21	
			10,025.46
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$ 6,544.80	
" " , Hired		6,578.10	
Gas, Oil & Grease		3,257.52	
Freight & Cartage		55.45	
P.U.C.		78.74	
Bond		325.05	
Small Tools & Misc. Supplies		582.17	
Home Office & General Overhead		849.65	
Subcontract (Babler Bros.)		12,223.99	
			30,495.47
Total Cost			$49,872.37

Breakdown of Crushing Cost

	Quantity	Cost	Cost per Yard
Move In & Set Up	13,470.2	$ 1,567.16	$0.116
Feed Crusher	"	7,487.69	0.556
Crushing	"	10,874.78	0.807
Haul to Stockpile	"	6,142.28	0.456
Stockpile	"	1,551.01	0.115
		$27,622.92	$2.050

Remarks:

This was a "State Project" calling for the construction of 12.0 miles of oil mat wearing surface, Type 0-11 modified, on highway shoulders and furnishing 5,420.9 cu. yds. of crushed material in stockpiles. The project was bid and awarded April 14th, 1955. Work started April 27th and was completed August 9th, 1955.

The contractor moved in and set up his semi-portable crushing and screening plant and started crushing April 27th in the county-owned gravel pit located three miles easterly from M.P. 279.4 on the John Day Highway. The contractor experienced considerable trouble with his power supply for the crushing plant and decided to shut down operations for a week and convert his plant over to all electric, which helped considerably. The crushing plant was fed by one ½-yard and two 5-yard dump trucks and six 5-yard trucks were used to haul to stockpile. One TD-18A and one TD-14 were used around the plant to strip pit and to work on stockpiles. This gravel source contained a lot of sand and small gravel, making the contractor reject one yard for every two crushed.

The contractor subcontracted items 1 to 4 to Babler Bros., Item 1 at bid price, Item 2 for hauling and placing aggregates at $2.35, Item 3 at $12.50 and Item 4 at $14.50, with the prime contractor furnishing all materials. The contractor shows a loss on Item 2 because of the higher cost of crushing but on the total contract he was able to show a small profit.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

[illegible]

RECEIVED
NOV 1 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)

October 27, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
44C8	5-Final	[illegible] Construction Co.
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
21559	B-100037	$ [illegible] 10/27/55

[illegible]
4:10 T

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Aug. 31, 1955**

Time Extensions: **None**

Completion Date: **Aug. 9, 1955**

Date Accepted: **Sept. 22, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **10-28-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed:

Ruth Rawlings

RECEIVED
OCT 14 1955
FOR FILING

4408

October 13, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4408 for work performed on the Vale-Cairo Section of the Central Oregon Highway in Malheur County was completed by the contractor, N.A. Toole Construction Co., on August 9 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $1,302.75 will be released to the contractor on or after October 24, 1955. The total contract amount is $42,970.95 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

NOTED ON CARD

RECEIVED
SEP 16 1955
FOR FILING

23 147
4408

CERTIFIED MAIL

September 15, 1955

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to W. A. Toole Construction Company on contract No. 4408, covering shoulder oiling on the Vale-Cairo Section of the Central Oregon Highway in Malheur County.

This payment, in the amount of $23,594.62 will be released to contractor on or after September 26. The retained percentage is $1,288.71.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

Notice mailed
DC

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 1955

Section Vale-Cairo

Kind of work Shoulder Oiling

Highway Central Oregon

Section prefix 23-1057

Contractor N. A. Toole Construction Co.

Contract number 4408

Date of contract April 14, 1955

Date of completion August 31, 1955

Date work started April 27, 1955

Estimated date of completion Aug. 12, 1955

Amount of contract $41,831.35

Per cent of time elapsed 114/139 82 %

Estimated cost of completed project, exclusive of engineering $42,728.65

Per cent of contract completed, based on total contract price 80 %

Engineering cost to date $1000, 21 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor started prepring shoulders Thursday P.M. Shot first and second spread and made part of first seal from station 339 to 615. First spread made from station 42 to 339, Friday.

RECEIVED
1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

H. G. SMITH

NOTED
FORREST COOPER

Signed

Address Ontario, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			9.66	12.00	
Miles partially completed				12.00	
Miles completed			9.66	0	
Total estimated quantities			5,100	296 ton	
Estimated quantities moved or placed to date			5,100	66 "	
Average daily quantities				66 "	
Average daily quantities necessary to complete project on time				9.5	
Number shifts per day				1	
Hours per shift				11	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 6 Broom 1 Blade 1, Distributor 2

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING

RECEIVED
MAY 10 1955
FOR FILING

23-1[illegible]
44[illegible]

May 9, 1955

N. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4408, which was awarded to you by the State Highway Commission on April 14, for shoulder oiling on the Vale-Cairo Section of the Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 15 1955
FOR FILING

23-1157
4408

April 15, 1955

N. A. Toole Construction Co.
1211 S. W. 3rd Avenue
Ontario, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4408 for Vale-Cairo Shoulder Oiling Project on the Central Oregon Highway and rock production on the John Day Highway in Malheur County.

This award was based on your bid of $40,030 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

[illegible] 2nd St. Locust St.) 255
[illegible]

RECEIVED
OCT 14 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 12, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4409	2-Final	Russell Olsen Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20623	R-133992	$ 500.00	10/12/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: None

Completion Date: Aug. 15, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-13-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
SEP 30 1955
FOR FILING

323-1707

4409

September 30, 1955

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4409 for paving on the Nyssa (3rd St. & Locust Ave.) City Streets Section in Malheur County was completed by the contractor, Russell Olson Construction Co., on August 15 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after October 10, 1955. The total contract amount is $12,264.00 and no fore account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ml

cc: Penland-Williamson Agency
106 S. E. 1st St.
Pendleton, Oregon

NOTED ON CARD

RECEIVED
SEP 12 1955
FOR FILING

323-1907
4409

September 9, 1955

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co. in connection with contract No. 4409 for paving on the Nyssa (3rd St. & Locust Ave.) Section in Malheur County. This payment, in the amount of $11,764.25, will be released to the contractor on or after September 19, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc: Penland-Williamson Agency
106 S. E. 1st St.
Pendleton, Oregon

NOTED ON CARD

323-1707

Form E-1

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1955

Section Nyssa (Third St. & Locust Ave.)

Kind of work Paving

Highway City Streets

Section prefix 323-1007

Contractor Russell Olsen Construction Co.

Contract number 4409

Date of contract April 14, 1955

Date of completion Sept. 15, 1955

Date work started May 2, 1955

Estimated date of completion August 13, 1955

Amount of contract $ 13,511.85

Per cent of time elapsed $\frac{119}{154}$ 77 %

Estimated cost of completed project, exclusive of engineering $ 13,511.85

Per cent of contract completed, based on total contract price 99 %

Engineering cost to date $ 150, 14 %

Date project was completed , 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor brought in equipment and started setting up plant Monday. Started hauling leveling course Wednesday, finished thursday. Started paving Thursday morning, will finish paving today Sat. Will finish shoulder material Sat.

NOTED
OSCAR [illegible]

NOTED
FORREST C. [illegible]

NOTED
W. T. WRIGHT

RECEIVED
AUG 15 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed

Address Ontario, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.38			0.38
Miles partially completed		0.38			0.38
Miles completed		0.38			0.38
Total estimated quantities		600			1,100 ton
Estimated quantities moved or placed to date		600			1,100
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			1
Hours per shift					10
Average force on project for week					10

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%.
.... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING

RECEIVED
MAY 10 1955
FOR FILING

322-4409
4409

May 9, 1955

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4409, which was awarded to you by the State Highway Commission on April 14, for paving on the Nyssa (3rd St. & Locust Ave.) Section in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

April 21, 1955

Mr. Robert M. Applegate
City Manager
Nyssa, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

On April 14, 1955, the State Highway Commission awarded Contract #4409 to the Russell Olsen Construction Company for the paving of Third Street and Locust Avenue in Nyssa. The estimated cost based on this bid is as follows:

Contract Items	$12,930.00
Engineering & Contingencies	1,616.13
Survey	150.00
Total......	$14,696.13

Enclosed for your records are copies of the contract and plans.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
APR 15 1955
FOR FILING

323-1909
4409

April 15, 1955

Russell Olsen Construction Co., Inc.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4409 for paving Third Street and Locust Avenue in Nyssa in Malheur County.

This award was based on your bid of$12,930 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

FORM E30—30M—10 54—79488

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 21, 1955

SUBJECT:

To:
Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Attention: E. A. Pease:

Dear Mr. Pease:

On March 9, you, or someone from the Construction Office called our office in regard to source of aggregate to use on the Nyssa City Streets Project, with particular reference to Mr. Leseberg's crushing activities.

We received word from Mr. Leseberg that he plans on setting up immediately at a bar about three miles west of Nyssa, and according to his present plans will have about two weeks operations.

We specified Mr. Leseberg as a possible source of aggregates for this project and it looks like this might work out.

Very truly yours,

A. F. Parson
Division Engineer

by C D Cannon
C. D. Cannon
Office Engineer

CDC:fd

Copies to [illegible]

RECEIVED
MAR 23 1955
ENGINEER
[illegible]

R[illegible]D
[illegible]

RECEIVED
MAR 10 1955
FOR FILING

323-1707
4409

March 10, 1955

Mr. Robert M. Applegat, City Recorder
City Hall
Nyssa, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Nyssa covering the Special City Allotment project on N. Third Street and Locust Avenue in Nyssa.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

IVED
MAR 11 1955
FOR FILING

Fin & Acct
Active
Cities

file

110 Sp. State Tax Street Fund.

Salem, Oregon
March 10, 1955

Mr. John W. Cattrall
City & County Relations Dept.
Office.

Attached hereto is a conformed copy of an agreement with the City of Nyssa covering the Special City Allotment project on N. Third Street and Locust Avenue in the City of Nyssa.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Nyssa, Oregon.

Secretary

rn
Attach: 1

FORM E-90 25M 9-51 82815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

1 copy in Suspense

Attached are three copies of an agreement covering the Special City Allotment project on N. Third Street and Locust Avenue in Nyssa. Two copies of the agreement have been executed by the city and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-7-54 Minute Page 29
Secretary

2 copies of "A" to be signed

A

NOTED
Harold C. Ayers

Salem, Oregon
January 20, 1955

City of Nyssa
1955 $250,000 Fund project

Mr. H. G. Smith
Construction Engineer

Attention: Mr. E. A. Pease

We hand you herewith the field data on the Special City Allotment project approved by the Commission on December 7, 1954. The data have been checked and found to be consistent with the project proposed by the city and approved by the State Highway Commission.

John W. Cattrall
Engineer, County and City Relations

By

H. C. Ayers
Field Engineer

HCA:mm
Encl.

cc: Mr. V. G. O'Neil

10-12-54

RESOLUTION NO. 100

WHEREAS, the City of Nyssa has entered into preliminary arrangements with the Oregon State Highway Commission for the improvement during 1954 and/or 1955 of North Third Street from Locust Avenue to Chestnut Street and Locust Avenue from First to Third Street, in the City of Nyssa, under the program of the State Highway Commission to aid Cities of the State to pave streets in their municipalities which receive unusual traffic and excessive wear and are outside the State highway system; and

WHEREAS, the State Highway Commission has offered to pay such sum, not in excess of $15,000.00 as may be necessary, for the improvement of the aforementioned streets upon condition that the City of Nyssa will agree to pay all cost, if any, for the completion of said street improvement in excess of $15,000.00; and

WHEREAS, it is for the best interests of the public and the welfare of the City of Nyssa, that said aforementioned streets be paved and the Common Council of the City of Nyssa is desirous that said improvements be completed promptly; and

WHEREAS, the State Highway Commission of the State of Oregon has requested that an agreement between the State Highway Commission and the City of Nyssa be committed to writing as aforesaid.

WHEREAS, the City Council of the City of Nyssa deems it advisable that the City pay all costs of said improvement in excess of $15,000.00 and that a written agreement between the City and the State Highway Commission be executed as requested.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NYSSA:

That the City of Nyssa hereby agrees to pay all costs, if any, in excess of $15,000.00, incurred by the State Highway Commission of

NOTED
J. F. HAGEMANN

the State of Oregon in connection with the paving of North Third Street from Locust Avenue to Chestnut Street and Locust Avenue from First to Third Street, in the City of Nyssa, upon condition that said State Highway Commission shall pay the first $15,000.00 toward the cost of said improvements.

BE IT FURTHER RESOLVED, that the City of Nyssa agrees to pay such excess payment, if any, to the State Highway Commission on demand.

BE IT FURTHER RESOLVED, that the Mayor and the City Recorder of the City of Nyssa be and they are hereby authorized to execute upon behalf of the City of Nyssa any written instruments necessary to effectuate the foregoing resolution;

Passed and adopted by the City Council of the City of Nyssa, Malheur County, Oregon, on this 12th day of October, 1954, by the following vote:

AYES MAYOR JONES, COUNCILMAN TOBLER, STUNZ HOUSE, THOMPSON, WILSON & BINGMAN
NAYES NONE
ABSENT NONE

Approved by the Mayor of the City of Nyssa, Oregon, this 12th day of October, 1954.

Thos. G. Jones
Mayor

ATTEST:

Recorder

Resolution approved as to form. McA.

10-12-54

RESOLUTION NO. 189

WHEREAS, the City of Nyssa has entered into preliminary arrangements with the Oregon State Highway Commission for the improvement during 1954 and/or 1955 of North Third Street from Locust Avenue to Chestnut Street and Locust Avenue from First to Third Street, in the City of Nyssa, under the program of the State Highway Commission to aid Cities of the State to pave streets in their municipalities which receive unusual traffic and excessive wear and are outside the State highway system; and

WHEREAS, the State Highway Commission has offered to pay such sum, not in excess of $15,000.00 as may be necessary, for the improvement of the aforementioned streets upon condition that the City of Nyssa will agree to pay all cost, if any, for the completion of said street improvement in excess of $15,000.00; and

WHEREAS, it is for the best interests of the public and the welfare of the City of Nyssa, that said aforementioned streets be paved and the Common Council of the City of Nyssa is desirous that said improvements be completed promptly; and

WHEREAS, the State Highway Commission of the State of Oregon has requested that an agreement between the State Highway Commission and the City of Nyssa be committed to writing as aforesaid.

WHEREAS, the City Council of the City of Nyssa deems it advisable that the City pay all costs of said improvement in excess of $15,000.00 and that a written agreement between the City and the State Highway Commission be executed as requested.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NYSSA:

That the City of Nyssa hereby agrees to pay all costs, if any, in excess of $15,000.00, incurred by the State Highway Commission of the State of Oregon in connection with the paving of North Third Street from Locust Avenue to Chestnut Street and Locust Avenue from First to Third Street, in the City of Nyssa, upon condition that said State Highway Commission shall pay the first $15,000.00 toward the cost of said improvements.

BE IT FURTHER RESOLVED, that the City of Nyssa agrees to pay such excess payment, if any, to the State Highway Commission on demand.

BE IT FURTHER RESOLVED, that the Mayor and the City Recorder of the City of Nyssa be and they are hereby authorized to execute upon behalf of the City of Nyssa any written instruments necessary to effectuate the foregoing resolution.

Passed and adopted by the City Council of the City of Nyssa, Malheur County, Oregon, on this 12th day of October, 1954, by the following vote:

AYES ______________________________

____

NAYES ______________________________

ABSENT ______________________________

Approved by the Mayor of the City of Nyssa, Oregon, this 12th day of October, 1954.

____
Mayor

ATTEST:
I certify this to be a true copy of Resolution #189
as retained in my official records
Robert M. Applegat
Recorder

RESOLUTION #184

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of NYSSA is an incorporated city of the State of Oregon, and has a population of 2550, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Locust Avenue from First Street North to Third Street North and Third Street North from Locus Avenue to the North City Limits.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Locust Avenue from First Street North to Third Street North and Third Street North from Locust Avenue to the North City limits.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of NYSSA does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Robert M. Applegate as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 23rd day of February, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- - - - - - - - - - - - - - - - - -

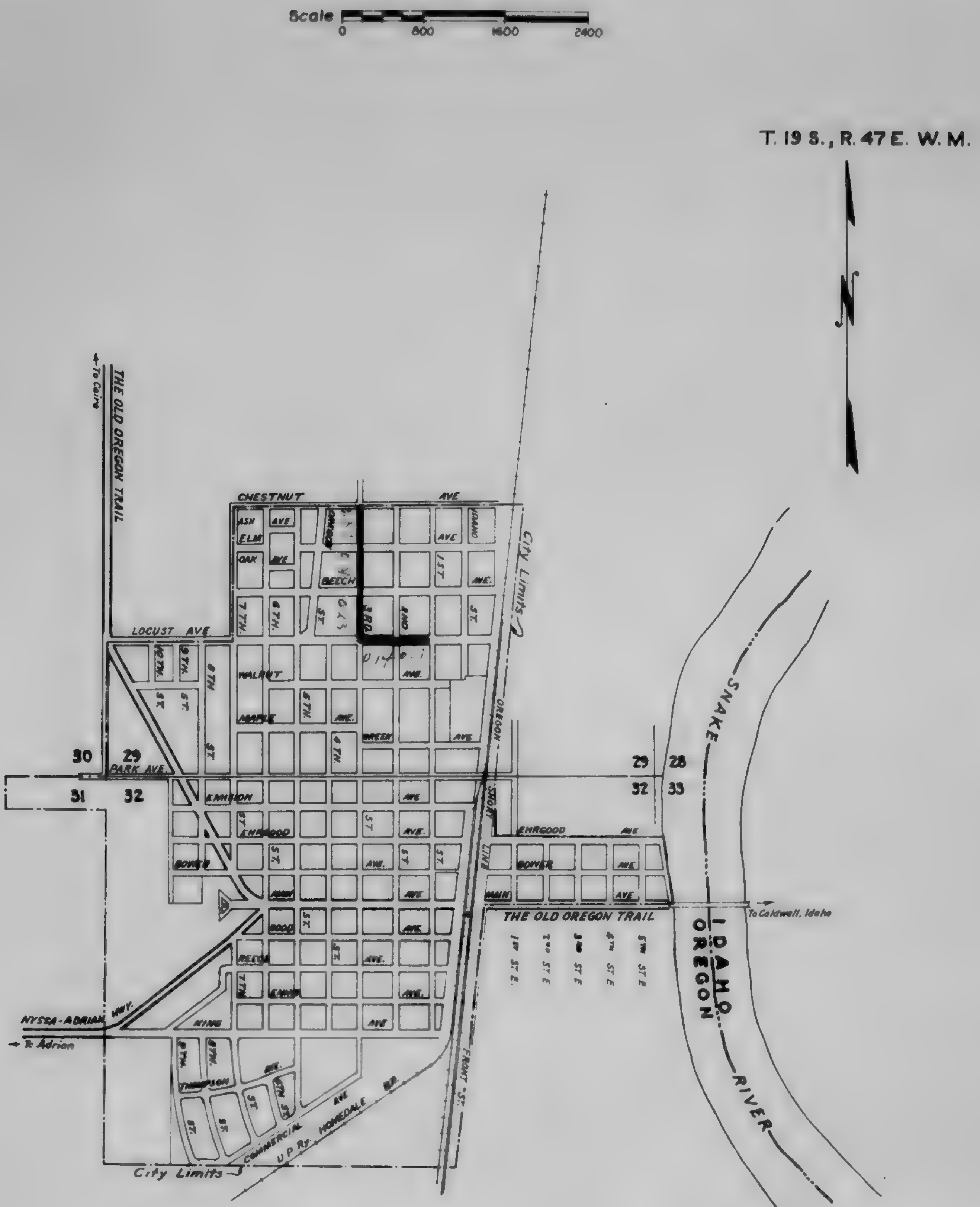
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of NYSSA at a regular or special meeting of said Council, held on the 23rd day of February, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 24th day of February, 1954.

Robert M. Applegate
City Recorder

Form cc-50 (1953 Rev.)

NYSSA


Scale
0
800
1600
2400
T. 19 S., R. 47 E. W. M.
N
THE OLD OREGON TRAIL
To Cairo
CHESTNUT AVE
ASH AVE
ELM
OAK AVE
BEECH
AVE
1ST AVE.
IDAHO
ST
7TH.
6TH.
ST
3RD
2ND
LOCUST AVE
10TH.
9TH.
8TH
ST.
ST.
ST
WALNUT
AVE.
MAPLE
5TH.
AVE.
4TH.
GREEN
AVE
City Limits
OREGON
SHORT
LINE
30
29
PARK AVE.
31
32
29
28
32
33
EMISON
AVE
EHRGOOD
ST
AVE.
ST
AVE.
ST
ST.
BOWER
MAIN
AVE
GOOD
ST
AVE.
REECE
ST.
AVE.
7TH
EMMETT
AVE.
KING
AVE
NYSSA-ADRIAN HWY.
To Adrian
9TH.
8TH.
THOMPSON
AVE.
ST
6TH ST
ST.
ST.
COMMERCIAL AVE
U P Ry. HOMEDALE BR.
City Limits
FRONT ST.
EHRGOOD AVE
BOWER AVE
MAIN AVE
THE OLD OREGON TRAIL
1ST ST E.
2ND ST E
3RD ST E
4TH ST E
5TH ST E
To Caldwell, Idaho
IDAHO
OREGON
SNAKE
RIVER

Rev 8-17-60

24-1092 Division No. 2 Oiling Proj. 1955

#4410 [redacted]

file

RECEIVED
2 - 1957
FOR FILING

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT

America Fore
INSURANCE GROUP

24-1092

4410

March 28, 1957

State of Oregon
State Highway Dept.
Salem, Oregon

Attention: H. B. Glaisyer
Secretary

P. A. Shoat Co.
131-S-1123

Gentlemen:

This will acknowledge your letter of March 19, 1957 together with a copy of a claim which has been filed with the Secretary of State by H. L. Ashby.

We are referring this item to our representative for further investigation.

Very truly yours,

G. F. Milano

GFM/ER

G. F. Milano, Examiner
Surety Claims Division

NOTED
H. B. GLAISYER

RECEIVED
APR 2 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 20 1957
FOR FILING
24-1092

4410

Lewis

March 19, 1957

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by H.L. Ashby against P. A. Shoat Company for diesel oil in the sum of $24.09. This claim is against our Contract No. 4410, awarded to P. A. Shoat Company for oiling in Division II.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Fidelity & Casualty Company of New York
160 Pine Street
San Francisco 11, California
Attn: Mr. Carroll R. Young

Hallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

Mr. John M. Cake
1012 Yeon Building
Portland, Oregon

NOTED ON CARD
gl

NOTICE OF CLAIM

TO THE SECRETARY OF STATE)
For the State of Oregon)

Notice is hereby given that the undersigned, H. L. Ashby, Shell Oil Jobber, Distributor in Stayton, Oregon and Mill City, Oregon has a claim for 154 gallons Diesel Oil more particulary described as Shell Dieseline in the sum of ($24.09) Twenty-four and 09/100 Dollars, against the bond taken from P. H. Shoat Company and The Fidelity and Casualty Company of New York, U. S. National Bank Bldg., Portland 4, Oregon, for the work of State of Oregon Contract #4410, Division II, Oiling Project in Marion, Lincoln, Tillamook and Polk Counties.

H. L. ASHBY
H. L. Ashby

STATE OF OREGON)
) ss.
County of Marion)

Subscribed and sworn to before me this 15th day of March, 1957.

(SEAL)

WILIAM M. GEHLEN
Notary Public for Oregon
My Commission Expires: 11-21-60

Endorsed
File No. 3574
Filed March 18, 1957
MARK O. HATFIELD, Secretary of State

RECEIVED
MAR 20 1957
FOR FILING

24-1092

4410

Lewis

March 19, 1957

Hon. Mark O. Hatfield
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of March 18 which had attached to it three copies of a claim filed with your office by H. L. Ashby against P. A. Shoat Company for diesel oil furnished to Shoat Company on our Contract No. 4410, your file No. 3574. His claim is in the sum of $24.09.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Commissioners
Mr. W. C. Williams
Mr. F. Cooper

NOTED ON CARD

MARK O. HATFIELD
SECRETARY OF STATE
SALEM, OREGON

March 18, 1957

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer,

We have received from Bell & Gehlen, Attorneys, Stayton, and filed as of today a notice of claim by H. L. Ashby for diesel oil in the sum of $24.09 against the bond taken from P. H. Shoat Company, Principal, and The Fidelity and Casualty Company of New York, Surety for the work of State of Oregon Contract #4410, Division ii, Oiling Project in Marion, Lincoln, Tillamook and Polk Counties, our file No. 3574.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Sincerely,

MARK O. HATFIELD
Secretary of State

By Geo C Stephens
Clerk
Records Division

GS:m
Enc.

REFERRED TO
BY SECRETARY

NOTED ON CARD

RECEIVED
MAR 19 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN
FOR FILING

24-1092

4410

file

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore Insurance Group

December 27, 1956

State of Oregon,
State Highway Department
Salem, Oregon.

NOTED
FLOYD QUERY

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
Contract No. 4410
Claim 131-S-1123

We have for acknowledgment yours of December 19th with enclosed claim from Portland Motor Transport. Please be advised that this matter is having our attention.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

Copy to John M. Coke, Esq.,
1012 Yeon Bldg.,
Portland 4, Oregon

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

RECEIVED
31 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 8 - 1957
FOR FILING
24-1092
4410

Lewis

December 19, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of December 17 to which was attached three copies of a claim filed with your office by Portland Motor Transport Company, Inc., against P. A. Shoat Company on Contract No. 4410. This claim is in the sum of $136.80 and bears your file No. 3570.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Dec. 17, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of today a notice of claim from Portland Motor Transport for supplies in the sum of $136.80, against the bond taken from P. A. Schoate Company, Principal, and The Fidelity and Casualty Company of New York as Surety for construction and improvement on highways in Marion, Lincoln, Tillamook and Polk counties, Contract No. 4410, our file No. 3570.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo O Stephens
Clerk
Records Division

GS:M
Enc.

RECEIVED
DEC 18 1956
OREGON
STATE HIGHWAY COMMISSION

ED ON CARD

RECEIVED
JAN 8 - 1957
FOR FILING
24-1092

441

Lewis

December 19, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N.Y.

Gentlemen:

Attached is copy of a claim which has been filed with the Secretary of State by Portland Motor Transport against P. A. Shoat Company for transportation of asphalt and supplies, in the sum of $136.80. The claim pertains to our Contract No. 4410 awarded to P. A. Shoat Company for oiling in Division II.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

TAG:fp
Enc.

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Mallett, Fisher & Carlo, Inc.
U.S. National Bank Building
Portland 4, Oregon

Mr. John M. Cake, Attorney
Yeon Building
Portland, Oregon

Commissioners
Mr. W.C. Williams
Mr. Forrest Cooper

NOTED ON CARD

PORTLAND MOTOR TRANSPORT
818 N. E. MARINE DRIVE TELEPHONE BU 5-2566
PORTLAND 3, OREGON

December 13, 1956

Secretary of State
Salem, Oregon

Gentlemen:

Notice is hereby given that Portland Motor Transport Company Inc., an Oregon Corporation has a claim for transportation of asphalt and supplies in the sum of $ 136.80, pro. No. 10266 against the bond taken from P. A. Schoate dba P. A Schoate Company as principal and The Fidelity and Casualty Company of New York as Surety for the construction and improvement of the north Santiam, Silver Creek Falls, Salmon River and Corvallis, Newport highways and Robbins Lane Front Road located in Marion, Lincoln, Tillamook and Polk County, Oregon, under contract or job No. 4410. The work consisting of grading, paving and oiling of said roads and highways. Dated this day of Dec. 13, 1956.

Very truly yours,

Finlay L Silliman
Portland Motor Transport

RECEIVED
DEC 17 1956
EARL T. NEWBRY

FS:pe

File No. 3570
FILED
[illegible]

RECEIVED
DEC [illegible] 1956
FOR

24-1092

4410

file

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore
INSURANCE GROUP

December 12, 1956

State of Oregon,
State Highway Department
Salem, Oregon

Att. H. B. Glaisyer, Secretary

NOTED
FLOYD QUERY

Gentlemen:

P.A. Shoat Company
State of Oregon
131-S-1123
Contract No. 4410

We have for acknowledgment yours of December 5th, 1956 with enclosures. We are giving this matter immediate attention.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division

FFMcI:MAB

Copy to John M. Coke, Esq.,
1012 Yeon Bldg.,
Portland 4, Oregon

RECEIVED
DEC 19 1956
OREGON
STATE HIGHWAY COMMISSION

Lewis

RECEIVED
DEC 17 1956

FOR FILING
24-10
4410

December 5, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have received a letter from Portland Motor Transport and a statement indicating that P. A. Shoat Company owes them the sum of $136.80 for transportation of liquid asphalt used on Contract No. 4410 for oiling in Division II.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Mallott,Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

Mr. John M. Coke, Attorney
Yeon Building
Portland, Oregon

Commissioners
Mr. W. C.Williams
Mr.Forrest Cooper

NOTED ON CARD

PORTLAND MOTOR TRANSPORT

10018 N. BURGARD RD.
PORTLAND 8, OREGON

PHONE UN 360

FREIGHT BILL
PRO. NO. 10266

SHIPPER'S NUMBER 634292

Shell Oil Co.

DATE 8-2-55

CONSIGNEE P. A. Schoates OSH Destination- Silverton, Oregon

NO. PIECES	ARTICLES AND MARKS	WEIGHT	RATE	CHARGES
Gross Gals.				
5865	150-200 Liquid Asphalt	44540	17	75.72
	Overtime loading charge			
	First two hrs. free			
	Following 11/2 hrs 5.58			
	Following 71/2 hrs			
	@ 7.40 per hr. 55.50			61.08
	P. M. T. Transportation Receipt # 748			

This bill must accompany all claims for overcharge, loss or damage.

DRIVER

RECEIVED IN GOOD CONDITION

Total 136.80

The Fidelity & Casualty Company of New York furnished the Performance Bond with this contract, and if you wish to protect your claim against that bond for a period longer than six months following completion of the contract and acceptance by the Commission, you should file a claim with the Secretary of State. For your information, we have attached an excerpt from the Oregon Laws outlining the procedure for such filing.

In the meantime, we will enter the claim in our records and notify the Surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

Lewis

RECEIVED
DEC 17 1956
FOR FILING
24-1092

44

December 5, 1956

Portland Motor Transport
818 N. E. Marine Drive
Portland 3, Oregon

Gentlemen:

We have your letter of December 3 in which you state that your Company has a claim in the sum of $136.80 against P.A. Shoat Company for transportation of asphalt and supplies, and that this material was used on our Contract No. 4410 for oiling in Division II. P. A. Shoat Company defaulted on this contract and the Fidelity & Casualty Company of New York, U. S. National Bank Building, Portland 4, took over the contract and completed it. The contract was actually completed August 31, 1956 and accepted by the Highway Commission on September 27, 1956.

The Fidelity & Casualty Company of New York furnished the Performance Bond with this contract, and if you wish to protect your claim against that bond for a period longer than six months following completion of the contract and acceptance by the Commission, you should file a claim with the Secretary of State. For your information, we have attached an excerpt from the Oregon Laws outlining the procedure for such filing.

In the meantime, we will enter the claim in our records and notify the Surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

PORTLAND MOTOR TRANSPORT

PORTLAND MOTOR TRANSPORT
818 N. E. MARINE DRIVE TELEPHONE BU 5-2566
[redacted]
PORTLAND 3, OREGON

December 3, 1956

To the State of Oregon
By and through the Oregon State Highway Comm.

Gentlemen:

Notice is hereby given that Portland Motor Transport Company Inc., an Oregon Corporation has a claim for transportation of asphalt and supplies in the sum of $ 136.80, pro. No. 10266 against the bond taken from P. A. Schoate dba P. A. Schoate Company as principal and The Fidelity and Casualty Company of New York as Surety for the construction and improvement of the north Santiam, Silver Creek Falls, Salmon River and Corvallis, Newport highways and Robbins Lane Front Road located in Marion, Lincoln, Tillamook and Polk County, Oregon, under contract or job No. 4410. The work consisting of grading, paving and oiling of said roads and highways. Dated this day of Dec. 3 1956.

Very truly yours,

Floy L Sullivan
Portland Motor Transport

FS:pe

REFERRED TO
SECRETARY

RECEIVED
DEC 4 1956
OREGON
STATE HIGHWAY COMMISSION

file

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore INSURANCE GROUP

RECEIVED
DEC 5 1956
FOR FILING

24-1092

4410

November 30, 1956

NOTED
FLOYD QUERY

State of Oregon,
State Highway Dept.,
Salem, Oregon.

Att. Floyd Query, Assistant Secretary.

Gentlemen:

P. A. Shoat & Company
State of Oregon
Contract No. 4410
Claim No. 131-S-1123

We have for acknowledgment yours of November 23rd, 1956 with enclosures. Please be advised that we are giving this matter our attention.

Very truly yours,

F. F. McIntosh
F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

Copy to John M. Coke, Esq.,
1012 Yeon Bldg.,
Portland 4, Oregon.

RECEIVED
DEC 5 1956
OREGON
STATE HIGHWAY COMMISSION

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore INSURANCE GROUP

RECEIVED
NOV 30 1956
FOR FILING

24-1092

4410

November 26, 1956

State of Oregon,
State Highway dept.,
Salem, Oregon

NOTED
[illegible] QUERY

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

P. A. Shoat Co.
State of Oregon
Our Claim 131-S-1123
Contract No. 4410

We have for acknowledgment your letter of November 16th, 1956.

Very truly yours,

F. F. McIntosh
F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

Copy to John M. Coke, esq.,
1012 Yeon Bldg.,
Portland 4, Oregon.

RECEIVED
NOV 30 1956
OREGON
STATE HIGHWAY COMMISSION

Lewis

RECEIVED
NOV 27 1956
FOR FILING

24-1.92

4410

November 23, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens
Records Division

Dear Sir:

Thank you for your letter of November 21 to which was attached three copies of a claim filed with your office by King Bros., Inc., against P.A. Shoat Company on Contract No. 4410. This claim is in the sum of $39.95 and bears your File No. 3569.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By: Floyd Query, Assistant Secretary

fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible]

Mr. [illegible], Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. [illegible]:

We have received [illegible] Inc.; [illegible] Inc.; [illegible] (File No. [illegible]).

We are enclosing [illegible] filed. [illegible] for our records.

Very truly yours,

Earl T. Newbry
Secretary of State

By Geo Stephens
Clerk
[illegible] Division

[illegible]
Enc.

RECEIVED
NOV 2? 1953
OREGON
STATE HIGHWAY COMMISSION

Mr. W.C. Williams

Lewis

RECEIVED
NOV 27 1956
FOR FILING

24-1092

4410

November 23, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by King Bros., Inc., 3500 S. E. 17th Avenue, Portland 2. The claim is for materials and labor furnished to P.A. Shoat on Contract No. 4410 for oiling in Division II, and is in the sum of $39.95.

We furnish this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

FAQ:fp
Enc.

cc Hallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Mr. John [illegible] Coke
Attorney and Agent
1012 Yeon Building
Portland 4, Oregon

Commissioners
Mr. W.C. Williams
Mr. Forrest Cooper

NOTED ON CARD

KING BROS., INC.
3500 S. E. 17th AVENUE
PORTLAND 2, OREGON
BOILERS, TANKS, STACKS, PIPE, FURNACES, REPAIR WORK
PIPE DIPPING, TUBE CLEANING AND WELDING

SECRETARY OF STATE
RECEIVED
NOV 21 1956
EARL T. NEWBRY

SOLD TO State Highway Department
Salem, Oregon

(P. A. Sheat Paving Co.)

TERMS: NET
6% Interest Charged on Past Due Accounts

Claim Page 1

SHIPPED TO
AT
VIA
DATE

CUSTOMER NO.	SALESMAN	ORDER NO.	DATE	INVOICE NO.
Contract No. 4410	Beckman	7459 7778	11/20/56	10577-1 10[illegible]

To The State Highway Department Salem, Oregon
Notice hereby is given that the undersigned, King Bros., Inc. has a claim for:

(1)	2 pcs. 1/2" x 7 1/2" plate		1.52	
	2 bands to fit 60" dia. tank- 3/16" x 2" flat bar		3.48	
	Labor .6 hr. @ 5.00		3.00	
(2)	Gas Tank fabricated as per sample			
	1- 12 ga. x 48" x 3' 11 5/8" M.S. plate		5.48	
	2- 3/16" x 16" x16" M.S. plate		2.20	
	1- 3/8" W. F.		.12	
	1- 1½" W. F.		.22	
	1 Pt. paint		.40	
	Labor 4.1 hrs. @ 5.00		20.50	
			36.92	
/25/55 /16/55	Plus interest @ 6%	.72 2.31		
			3.03	39.95

KING BROS., INC.

3500 S. E. 17th AVENUE
PORTLAND 2, OREGON
BOILERS, TANKS, STACKS, PIPE, FURNACES, REPAIR WORK
PIPE DIPPING, TUBE CLEANING AND WELDING

PHONE: BELMONT 2-7193

SOLD TO State Highway Department -
Salem, Oregon

(P.A. Sheat Paving Co.)

SHIPPED TO
AT
VIA
DATE

Claim Page 2

TERMS: NET
6% Interest Charged on Past Due Accounts

CUSTOMER NO.	SALESMAN	ORDER NO.	DATE	INVOICE NO.
Contract No. 4410	Beckman	7459 7778		10577-1 10863-1

Labor and materials as described on Page 1 in the sum of Thirty nine dollars and ninety five cents, ($ 39.95) against the bond taken from Fidelity & Casualty Company of New York, through Pallette, Fisher & Carlo, Inc., U. S. National Bank Building, Portland 4, Oregon for 2- pcs. of 1/2" x 7 1/2" x 7 1/2" plate and 2 bands to fit 60" dia. tank and one gas tank as per sample which were used in connection with oiling in Marion, Lincoln, Tillamook and Polk Counties.

King Bros., Inc.

President

File No. 3569

FILED
NOV 21 1956
EARL T. NEWBRY
SECRETARY OF STATE

KING BROS., INC.
3500 S. E. 17th AVENUE
PORTLAND 2, OREGON
BOILERS, TANKS, STACKS, PIPE, FURNACES, REPAIR WORK
PIPE DIPPING, TUBE CLEANING AND WELDING

PHONE: BELMONT 2-7193

SOLD TO State Highway Department -
Salem, Oregon

(P.A. Sheat Paving Co.)

SHIPPED TO
AT
VIA
DATE

Claim Page 2

TERMS: NET
6% Interest Charged
on Past Due Accounts

CUSTOMER NO.	SALESMAN	ORDER NO.	DATE	INVOICE NO.
Contract No. 4410	Beckman	7459 7778		10577-1 10863-2

Labor and materials as described on Page 1 in the sum of Thirty nine dollars and ninety five cents, ($ 39.95) against the bond taken from Fidelity & Casualty Company of New York, through Pallette, Fisher & Carlo, Inc., U. S. National Bank Building, Portland 4, Oregon for 2- pcs. of 1/2" x 7 1/2" x 7 1/2" plate and 2 bands to fit 60" dia. tank and one gas tank as per sample which were used in connection with oiling in Marion, Lincoln, Tillamook and Polk Counties.

King Bros., Inc.

President

File No. 3569

FILED
NOV 21 1956
EARL T. NEWBRY
SECRETARY OF STATE

24-1092

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 21, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4410	6-Final	P. A. Shoat Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24390	B-166034	$ 1,[illegible]34.27	11/21/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Aug. 31, 1955**

Time Extensions: **to Sept. 10, 1956**

Completion Date: **Aug. 31, 1956**

Date Accepted: **Sept. 27, 1956**

Penalties: **None of record**

Claims: **Numerous claims have been filed against this contract. Contractor was declared in Default . Assignment of Claim to Surety Co.**

Remarks:

Date: **11-27-56**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

NOTED ON CARD
JC

Warrant Mailed: NOV 27 1956

Ruth Rawlings

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, Chairman of the Board • J. VICTOR HERD, President
America Fore

RECEIVED
NOV [illegible]
FOR FILING

file

24-1092

4410

November 16, 1956

State of Oregon,
State Highway Department
Salem, Oregon

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
Contract No. 4410
Claim 131-S-1123

We have for acknowledgment your letter of November 5th, 1956. Please be advised that this matter is having our attention.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

NOTED
[illegible] GLAISYER

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

Copy to John M. Coke, Esq.
1012 Yeon Bldg., Portland 4, Oregon

RECEIVED
NOV 20 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 19 1956
FOR FILING

24-1672

November 16, 1956

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4410 covering Division II Oiling Project in Marion, Lincoln, Tillamook and Polk Counties was completed on August 31, 1956 and was formally accepted by the Highway Commission on Sept. 27, 1956.

Final payment in the amount of $1,684.27 will be released to the contractor, assigned to The Fidelity & Casualty Company of New York, on or after November 26, 1956. The total contract amount is $56,338.34 and no force account work was performed on the project.

There are numerous claims filed against this project, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

Mr. John M. Cohn,
Attorney and Agent
1012 Yeon Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 19 1956
FOR FILING

24-104

4410

November 5, 1956

King Bros., Inc.
3500 S. E. 17th Avenue
Portland 2, Oregon

Attention: Mr. R. E. Kyser

Gentlemen:

This is to acknowledge your letter of November 2 stating that you have a claim against P.A.Shoat Company on our Contract No. 4410 for oiling in Marion, Lincoln, Tillamook and Polk Counties. This contract was completed August 31, 1956 and accepted by the State Highway Commission on September 27, 1956. The Fidelity & Casualty Company of New York, through Pallett, Fisher & Carlo, Inc., U. S. National Bank Building, Portland 4, furnished the Performance Bond, which is given to assure completion of the contract and payment of all bills incurred in it. As you may know, P.A. Shoat Company defaulted on this contract and the contract was completed by the Surety.

If you wish to protect your claim against the bond for a period longer than six months after completion of the contract and acceptance by the Commission, we suggest that you file your claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the procedure for this filing. We believe that the information provided in this letter will be sufficient for the filing but if for some reason you do wish to have a copy of the contract, please submit an affidavit of claim to us as required by law and we will then forward a certified copy of the contract and bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

KENNETH C. KING, VICE-PRESIDENT
[redacted]
~~R. E. BECKMAN~~, Secretary-[redacted]

KING BROS. INC.
Since 1910
MANUFACTURERS & JOBBERS

TANKS - PIPE - BOILERS
SMOKESTACKS - REPAIRS

WELDING - PIPE DIPPING
TANK CALIBRATING - STRUCTURALS

~~EAST 7193~~ BElmont 2-7193
3500 S. E. 17TH AVE.
PORTLAND 2, OREGON

November 2, 1956

Oregon State Highway Commission
Salem, Oregon

Re: P. A. Shoat Paving Company
Contract No. 4410

Gentlemen:

We have a claim to file with the Secretary of State for work performed for the P. A. Shoat Paving Company here in Portland and would like a copy of the bond or contract showing the surety, contract number etc. so we can complete our claim.

We wrote to the Secretary of State's office and they informed us that we could get this additional information from your office.

Thank you very much.

Very truly yours,

KING BROS., INC.

R. E. Kyser

R. E. Kyser
Assistant Manager

NOTED [illegible]
7/

REK:dr

REFERRED TO
~~[illegible]~~
BY SECRETARY

RECEIVED
NOV 5 1956
OREGON
STATE HIGHWAY COMMISSION

Send them the information [illegible] Cont.
they want [illegible] a copy of the [illegible]
H.S.

Lewis

RECEIVED
NOV 19 1956
FOR FILING

24-10
4410

November 5, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have received a letter from King Bros., Inc., 3500 S. E. 17th Avenue, Portland 2, in which they state that they have a claim against P.A.Sheet Company in connection with our Contract No. 4410 for oiling in Division II. They gave no details concerning the amount or the nature of the claim.

We provide this information as your Company appears as Surety on the Performance Bond furnished for the above contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Hallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

Commissioners
Mr. W. C.Williams
Mr. Forrest Cooper

NOTED ON CARD
JL

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore INSURANCE GROUP

File

RECEIVED
OCT [illegible] 1956
FOR FILING

24-1092

4410

October 24, 1956

State of Oregon
State Highway Department
Salem, Oregon

ATT: H. B. Glaisyer, Secretary

RE: P. A. Shoat Company
State of Oregon
131-S-1123
Contract #4410

Gentlemen:

We have for acknowledgment your letter of October 17th, 1956.

Please be advised that this matter is having our attention.

Very truly yours,

F. F. McIntosh

F. F. McINTOSH, EXAMINER
SURETY CLAIMS DIVISION

FFMC/dp

NOTED
H. B. GLAISYER

RECEIVED
[illegible] 1956
STATE [illegible] COMMISSION

file

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore
INSURANCE GROUP

RECEIVED
OCT 26 1956
FOR FILING

24-1[illegible]

4410

October 22, 1956

State of Oregon
State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

P. A. Shoat Company
State of Oregon
Contract # 4410
Claim # 131 S 1123
* * * * * * * * * * *

We have for acknowledgement, your letter of October 15, 1956.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division

FFM:ms

cc: John M. Coake, Esq.
101 Yeon Building
Portland, Oregon

NOTED
FLOYD QUERY

RECEIVED
OCT 26 1956
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
OCT 13 1956
FOR FILING

24-1010

4410

Mrs Lewis

October 17, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have received a letter from Bell & Gehlen, attorneys at Stayton, dated October 12, to which was attached a statement from H. L. Ashby, Shell Oil Company distributor, Stayton, in the amount of $24.09 for petroleum products furnished P. A. Shoat Co. on our Contract No. 4410 for oiling in Division II. This apparently is the same claim filed with this office and concerning which you were notified on January 18, 1956.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
CC:
Fallett, Fisher & Carle, Inc.
U. S. National Bank Building
Portland 4, Oregon

Fidelity & Casualty Co. of New York
1112 Yeon Building
Portland 4, Oregon
Attn: Mr. John M. Cake
Attorney and Agent

Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll H. Young

NOTED ON CARD

RECEIVED
OCT 13 1956
FOR FILING

mrs Lewis

October 17, 1956

Bell & Gehlen
Attorneys at Law
Stayton, Oregon

Attention: Mr. Walter H. Bell

Gentlemen:

This is to acknowledge receipt of your letter of October 12 to which was attached a statement from H. L. Ashby for petroleum products furnished to P. A. Shoat Co. in the amount of $24.09, furnished on our Contract No. 4410. This contract, as you may know, was assigned to the Surety for completion after Shoat Co. defaulted. The project was completed August 31, 1956 and accepted by the Highway Commission September 27, 1956.

If you feel that your client's claim should be protected longer than six months following completion of the contract and acceptance by the Commission it is suggested that you file the claim with the Secretary of State. For your handy reference we have attached excerpts from the Oregon Laws pertaining to the filing of this type of claim.

In the meantime, the claim will be entered in our records and we will advise the Fidelity & Casualty Company of New York, U. S. National Bank Building, Portland 4, that the claim has been received. They provided the bond on this contract, assuring completion of the work and payment of all bills incurred in the contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

STATEMENT

H. L. ASHBY
SHELL JOBBER
STAYTON — MILL CITY, OREGON
P. O. Box 385 P. O. Box 376
Phone Stayton 4774

PETROLEUM PRODUCTS

P. A. Shoat Co.
3325 S. E. 14th. St.
Portland, Oregon
State Highway Contract # 4410

Important
Tear Here

To insure proper credit to your account, please return this stub with your remittance.

$______
Payment Enclosed

DATE	INVOICE OR RECEIPT NO.	CHARGES	CREDITS	BALANCE
		BALANCE FORWARD		
8/23/55	9936	15.45		15.45
8/24/55	0016	8.64		24.09

PHONE 2884

10

he above numbered con-

ords and advising the

ry truly yours,

LL & GEHLEN

Walter H. Bell
lter H. Bell

REFERRED TO
BY SECRETARY

RECEIVED
[illegible]
STATE [illegible]

NOTED ON CARD

M. GEHLEN

PHONE 2384

BELL & GEHLEN
Attorneys-at-Law
STAYTON, ORE.

October 12, 1956

Oregon State Highway Department
Salem, Oregon

Re: P. A. Choat Company on State Highway Contract No. 4410

Gentlemen:

I am herewith enclosing claim which was unpaid on the above numbered contract.

We would appreciate your entering it into your records and advising the surety that it has been received.

Thanks kindly.

Very truly yours,

BELL & GEHLEN
Walter H. Bell
Walter H. Bell

WHB:jh

Encl.

REFERRED TO
BY SECRETARY

RECEIVED
[illegible] 1[illegible] 195[illegible]
[illegible]
STATE [illegible] COMMISSION

NOTED ON CARD

RECEIVED
OCT 15 1956
FOR FILING

24-1092

4410

October 15, 1956

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to you in connection with contract No. 4410, awarded to P. A. Shoat Company, covering the Division II Oiling Project in Marion, Lincoln, Tillamook and Polk Counties.

The warrant for this payment, in the amount of $13,944.77, will be mailed to your representative, Mr. John M. Coke, in conformity with the assignment as soon as the warrant is received from the Secretary of State.

There have been numerous claims filed against this project, of which you have been previously notified.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Pallett,Fisher & Carle,Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

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OCT 11 1956
FOR FILING

24-1092

4410

October 10, 1956

Bell & Gehlen
Attorneys-at-Law
Stayton, Oregon

Gentlemen:

In reply to your letter of October 9 concerning the completion of contract #4410 awarded to P. A. Shost Company, we can advise that the contract was completed August 31 and accepted by the Commission on September 27, 1956.

As you may know, P. A. Shost Company defaulted on this contract and the work was completed by another contractor acting for the Fidelity and Casualty Company of New York, who had furnished the performance bond for the Shost contract.

If you wish to protect your client's claim against the contract for a period longer than six months following completion and acceptance of the contract, it would be well to file the claim with the Secretary of State. Although you are probably familiar with the law in this instance, we have for easy convenience attached excerpts from the Oregon Laws outlining the necessary procedure for such filing.

If you wish to advise us of the nature and the amount of the claim, we will enter it in our records and advise the surety that it has been received. We should add that all payments on this contract have been assigned to the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ds
Attach.

GEHLEN

PHONE 2884

BELL & GEHLEN
Attorneys-at-Law
STAYTON, ORE.

October 9, 1956

Oregon State Highway Department
Salem, Oregon

Gentlemen:

Re: P. A. Shoat Company on Contract No. 4410 on oiling of roads

A client of our office was not paid for an account and we wonder whether the contract has been completed.

Thanks kindly.

Very truly yours,

BELL & GEHLEN
Walter H. Bell
Walter H. Bell

WHB:jh

REFERRED TO
BY SECRETARY

RECEIVED
OCT 10 1956
OREGON
STATE HIGHWAY COMMISSION

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24-1092
4410

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 8, 1956

The Fidelity & Casualty Company of New York
John M. Coke, Attorney and Agent
1012 Yeon Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from August 31, 1955 to September 10, 1956 within which to complete your contract No. 4410, covering Division II Oiling Project on five Highways in Marion, Lincoln, Tillamook and Polk Counties.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

S. W. Walters,
Resident Engineer

Tom Edwards,
Construction Engineer

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24-1092

4415

September 21, 1956

Oregon State Highway Commission

Request for extension of time
No. 29
September 27-28 meeting

Gentlemen:

Herewith is a request from the Fidelity & Casualty Company of New York for an extension of time on the Division II Oiling Project, Contract No. 4410, from August 31, 1955 to September 10, 1956.

This project was originally awarded to the F. A. Shoel Company, who after completing a portion of the project, defaulted their contract and the work was completed by another contractor under the direction of the bonding company. While this project should have been completed during the 1955 season, the defaulting of the contractor necessitated the bonding company to make arrangements with another contractor to complete the project this year. The overrun in time was not the fault of the bonding company and I, therefore, recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:of fn

Form E-1-Rev 6-55—1054

GON STATE HIGHWAY DEPARTM T

24-1092
4410

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending ~~Aug~~ Sept. 1, 1956, 19

Section Division II Oiling Project

Highway 5 State Highways

Contractor P.A.Shoat Co. (Central Paving Co)

Date of contract April 14, 1955, 19

Date work started Aug. 2, 1955, 19

Project authorization $ 73,923.29

Exclusive of Engineering $ 68,666.52

Kind of work Oiling

Section prefix 24-1092

Contract number 4410

Date of completion Aug. 31, 1955, 19

Estimated date of completion Aug. 31, 1956, 19

Per cent of time elapsed 364 %

506/139

Estimated cost of completed project, exclusive of engineering $ 68,666.52

Estimated per cent overrun or underrun none %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $5,256.77

Engineering cost to date $ 5500, 105 %

Date project was completed Aug. 31, 1956, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed 2nd seal on the Robbins Lane Frontage Road Unit Friday P.M. completing project.

Noted
M. N. Juve

NOTED
TOM EDWARDS

NOTED
L. H. Young

NOTED
D. J. BARBEE

RECEIVED

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86386

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				30.42	
Miles partially completed					
Miles completed				30.42	
Total estimated quantities (contract)				9,580	
Total quantities corrected to date				9,580	
Estimated quantities moved or placed to date				9,580	
Average daily quantities				***	Failed
Average daily quantities necessary to complete project on time				time expired	
Number shifts per day				1	
Hours per shift				4	

Average force on project for week	20
Men	10
Supervision	2
Men and trucks under 3 tons	
Men and trucks over 3 tons	5
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ...., ..., ...

Compressors ...., Bulldozers ...., Compaction rollers ...., Distr. 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
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24 [illegible]

4410

August 30, 1956

Mr. J. B. Pfouts
Attorney at Law
28 N.E. 28th Avenue
Portland 15, Oregon

Dear Sir:

Reply is made to your letter of August 28, 1956 with reference to State Highway Contract No. 4410, awarded to P. A. Shoat Company.

You inquire if the surety has taken over the contract for completion, and if so, will payments be made direct to the surety. My answer is in the affirmative. The State Highway Commission declared P. A. Shoat Company in default and called upon the surety, Fidelity and Casualty Company of New York, to complete the job in conformity with the plans and specifications. Responding thereto, the Fidelity and Casualty Company of New York entered into an agreement, dated May 18, 1956, with Central Paving Company of Independence, Oregon, to complete the work. This agreement was executed by Mr. John M. Coke, Attorney for the Fidelity and Casualty Company of New York, and by Mr. Emerson B. Page for the Central Paving Company.

P. A. Shoat Company assigned to the Fidelity and Casualty Company of New York all monies that are earned in connection with this job. In conformity therewith the State Highway Department will forward all warrants for work performed on this job, whether by the P. A. Shoat Company or the Central Paving Company, to the Fidelity and Casualty Company of New York, in care of its Attorney, Mr. John M. Coke, 1012-1015 Yeon Building, Portland 4, Oregon. The Highway Commission has not yet paid the final estimate on this job.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

J. B. PFOUTS
ATTORNEY AT LAW
28 N. E. 28TH AVENUE
PORTLAND 15, OREGON
BELMONT 4-7238

August 28, 1956

Oregon State Highway Department
State House
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

In Re: P. A. Shoat Company
Contract No. 4410

Dear Sir:

I received your letter of August 23 on the above matter, for which I thank you. I note that you say the surety has taken over the contract for completion. Does that mean that they are now the contractors on this job, and will your payment be made direct to them?

If the surety company has already sublet this contract, I would like to know who they sublet it to and if the final payment has been made by the Commission to the surety company.

Thanking you in advance for this courtesy, I am,

Yours very truly,

J. B. Pfouts

J. B. Pfouts

JBP:jc

ANSWERED
H. B. GLAISYER

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[illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 28 1956
FOR FILING

24 [illegible]

4410

Salem, Oregon
August 27, 1956

Mr. C. H. Maison

I hand to you herewith the file on the Division No. 2 Oiling Project, Contract No. 4410 (P. A. Shoat Company), and a letter from Attorney John M. Coke relating to what appears to be a mix-up in our vouchers and payments.

Will you please review the matter and prepare a rough draft of a reply. If you have any comments, I will appreciate having them.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Encl.

Mr. Coke directed a letter on same matter same date to Glaisyer who has answered - Matter has been corrected - no further action necessary.

o. 4410

Referring to your letter of August 22, 1956, under the signature of Carl F. Smith, Claims Supervisor, addressed to The Fidelity and Casualty Company of New York, c/o the undersigned, John M. Coke, we acknowledge receiving Estimate Voucher No. 18167 for $10,593.75 covering Estimate 4 on Contract No. 4410 and Estimate Voucher No. 12945 in the amount of $659.23 on Estimate 3 on this same contract. You state in this letter, that through an oversight you mailed Estimate Voucher No. 12945 in payment of Estimate 3 direct to P. A. Shoat Company. It is our opinion, as attorney for the surety company, The Fidelity and Casualty Company of New York, based upon the fact that the Highway Commission, at its meeting on January 26, 1956 officially declared P. A. Shoat Company in default on highway contract No. 4410 and further formally tendered the completion of the contract to my client, and the surety, The Fidelity and Casualty Company of New York, that the P. A. Shoat Company no longer is in any way connected with this contract and should not, therefore, receive any further correspondence from the State Highway Commission, and, particularly no payments should be sent to P. A. Shoat Company, but rather directly to The Fidelity and Casualty Company of New York, c/o John M. Coke, 1012 Yeon Building, Portland 4, Oregon, as confirmed in a letter to us from H. B. Glaisyer, secretary, Oregon State Highway Commission, under date of May 23, 1956.

The bonding company, The Fidelity and Casualty Company of New York, subsequent to P. A. Shoat Company's being declared in default, contracted for the completion of the contract with The Central Paving Company, with the approval of the highway commission. Estimate No. 3 and Estimate No. 4 were, therefore, for work actually done by The Central Paving Company, our contractor for the completion.

In order to assist you in this matter, we are enclosing a copy of a letter dated February 2, 1956 from the Commission addressed to The Fidelity and Casualty Company of New York, a copy of the letter from the Commission dated February 2, 1956 addressed to P. A. Shoat Company and a further letter dated May 21, 1956 from the undersigned, John M. Coke, and a copy of the Commission's reply under date of May 23, 1956.

JOHN M. COKE
ATTORNEY AT LAW
1012-1015 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

August 23, 1956

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: W. C. Williams,
State Highway Engineer

Re: State Highway Contract, No. 4410

Gentlemen:

Referring to your letter of August 22, 1956, under the signature of Carl F. Smith, Claims Supervisor, addressed to The Fidelity and Casualty Company of New York, c/o the undersigned, John M. Coke, we acknowledge receiving Estimate Voucher No. 18167 for $10,593.75 covering Estimate 4 on Contract No. 4410 and Estimate Voucher No. 12945 in the amount of $659.23 on Estimate 3 on this same contract. You state in this letter, that through an oversight you mailed Estimate Voucher No. 12945 in payment of Estimate 3 direct to P. A. Shoat Company. It is our opinion, as attorney for the surety company, The Fidelity and Casualty Company of New York, based upon the fact that the Highway Commission, at its meeting on January 26, 1956 officially declared P. A. Shoat Company in default on highway contract No. 4410 and further formally tendered the completion of the contract to my client, and the surety, The Fidelity and Casualty Company of New York, that the P. A. Shoat Company no longer is in any way connected with this contract and should not, therefore, receive any further correspondence from the State Highway Commission, and, particularly no payments should be sent to P. A. Shoat Company, but rather directly to The Fidelity and Casualty Company of New York, c/o John M. Coke, 1012 Yeon Building, Portland 4, Oregon, as confirmed in a letter to us from H. B. Glaisyer, secretary, Oregon State Highway Commission, under date of May 23, 1956.

The bonding company, The Fidelity and Casualty Company of New York, subsequent to P. A. Shoat Company's being declared in default, contracted for the completion of the contract with The Central Paving Company, with the approval of the highway commission. Estimate No. 3 and Estimate No. 4 were, therefore, for work actually done by The Central Paving Company, our contractor for the completion.

In order to assist you in this matter, we are enclosing a copy of a letter dated February 2, 1956 from the Commission addressed to The Fidelity and Casualty Company of New York, a copy of the letter from the Commission dated February 2, 1956 addressed to P. A. Shoat Company and a further letter dated May 21, 1956 from the undersigned, John M. Coke, and a copy of the Commission's reply under date of May 23, 1956.

Oregon State Highway Department
W. C. Williams

August 23, 1956

In order to expedite the payments on Estimate Vouchers 3 and 4, we are executing these in their present form as assignee, in accordance with the original assignment to us, dated September 19, 1955, and executed by P. A. Shoat Company. We impress once more that the State Warrants for payments be made payable to the order of "THE FIDELITY AND CASUALTY COMPANY OF NEW YORK" and mailed to John M. Coke, as attorney and agent, at 1012 Yeon Building, Portland 4, Oregon.

Thanking you for your cooperation.

Very truly yours,

JOHN M. COKE

JMC:dlv

cc: H. B. Glaisyer, Secretary
Oregon State Highway Commission

cc: C. W. Enfield, Chief Counsel
Oregon State Highway Commission

Enclosures

RECEIVED
AUG 24 1956
OREGON
STATE HIGHWAY COMMISSION

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AUG 27 1956
FOR FILING

24-1

4410

August 24, 1956

Mr. John H. Cake
Attorney at Law
1012-1015 Yeon Building
Portland 4, Oregon

Dear John:

I have just received your letter of August 23 concerning the State Highway Contract No. 4410, and the copy of your letter to Mr. Williams of the same date.

I can assure you that future payments in connection with this job will be made direct to the assignee, The Fidelity and Casualty Company of New York, and that the warrants will be mailed to you as attorney for that company. I am informed by our Claims Supervisor, Mr. Carl F. Smith, that the voucher for Estimate No. 3 was mailed to the P. A. Sheat Company by mistake. He assures me there will be no mistake in sending the warrants to you when they are received from the Secretary of State.

I am glad to report that Walter Tooze is regaining his health very rapidly but according to Mrs. Tooze he will have to stay in the hospital for a couple more weeks. I saw him a few days ago at the hospital and tentatively arranged a golf game with him when he gets out. Of course he is raring to go. I think, however, he will traverse the course with one of these little carts which some of the fellows use. I am going to try awfully hard to get a few more nickels from him than you did.

Kindest personal regards.

Sincerely,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:pp

JOHN M. COKE
ATTORNEY AT LAW
1012-1015 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

August 23, 1956

H. B. Glaisyer, Secretary
Oregon State Highway Dept.
State Highway Building
Salem, Oregon

Dear Herb:

Enclosed find a copy of my letter to Dutch Williams, regarding the form of payment on State Highway Contract No. 4410, which is self explanatory. I am very much concerned over the possibility of any State Warrants being forwarded to P. A. Shoat, as I definitely do not trust him. I would certainly appreciate it if you could use your best efforts to straighten this matter out.

I was very sorry to hear of the illness of our mutual friend, Walter Tooze. It so happens that I had the pleasure of playing golf with him last month here in Portland at the monthly lawyer's tournament at the Riverside Golf Club. At that time, he appeared to be in the best of health, and as a matter of fact, took 30¢ from me—with strokes.

My best personal regards.

Very truly yours,

JOHN M. COKE

JMC:dlv

Enclosures

ANSWERED
H. B. GLAISYER

JOHN M. COKE
ATTORNEY AT LAW
1012-1015 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

August 23, 1956

COPY

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: W. C. Williams,
State Highway Engineer

Re: State Highway Contract, No. 4410

Gentlemen:

Referring to your letter of August 22, 1956, under the signature of Carl F. Smith, Claims Supervisor, addressed to The Fidelity and Casualty Company of New York, c/o the undersigned, John M. Coke, we acknowledge receiving Estimate Voucher No. 18167 for $10,593.75 covering Estimate 4 on Contract No. 4410 and Estimate Voucher No. 12945 in the amount of $659.23 on Estimate 3 on this same contract. You state in this letter, that through an oversight you mailed Estimate Voucher No. 12945 in payment of Estimate 3 direct to P. A. Shoat Company. It is our opinion, as attorney for the surety company, The Fidelity and Casualty Company of New York, based upon the fact that the Highway Commission, at its meeting on January 26, 1956 officially declared P. A. Shoat Company in default on highway contract No. 4410 and further formally tendered the completion of the contract to my client, and the surety, The Fidelity and Casualty Company of New York, that the P. A. Shoat Company no longer is in any way connected with this contract and should not, therefore, receive any further correspondence from the State Highway Commission, and, particularly no payments should be sent to P. A. Shoat Company, but rather directly to The Fidelity and Casualty Company of New York, c/o John M. Coke, 1012 Yeon Building, Portland 4, Oregon, as confirmed in a letter to us from H. B. Glaisyer, secretary, Oregon State Highway Commission, under date of May 23, 1956.

The bonding company, The Fidelity and Casualty Company of New York, subsequent to P. A. Shoat Company's being declared in default, contracted for the completion of the contract with The Central Paving Company, with the approval of the highway commission. Estimate No. 3 and Estimate No. 4 were, therefore, for work actually done by The Central Paving Company, our contractor for the completion.

In order to assist you in this matter, we are enclosing a copy of a letter dated February 2, 1956 from the Commission addressed to The Fidelity and Casualty Company of New York, a copy of the letter from the Commission dated February 2, 1956 addressed to P. A. Shoat Company and a further letter dated May 21, 1956 from the undersigned, John M. Coke, and a copy of the Commission's reply under date of May 23, 1956.

In order to expedite the payments on Estimate Vouchers 3 and 4, we are executing these in their present form as assignee, in accordance with the original assignment to us, dated September 19, 1955, and executed by P. A. Shoat Company. We impress once more that the State Warrants for payments be made payable to the order of "THE FIDELITY AND CASUALTY COMPANY OF NEW YORK" and mailed to John M. Coke, as attorney and agent, at 1012 Yeon Building, Portland 4, Oregon.

Thanking you for your cooperation.

Very truly yours,

JOHN M. COKE

JMC:dlv

✓cc: H. B. Glaisyer, Secretary
Oregon State Highway Commission

cc: C. W. Enfield, Chief Counsel
Oregon State Highway Commission

Enclosures

COPY OF THE ORIGINAL

OREGON STATE HIGHWAY DEPARTMENT

SALEM

May 23, 1956

Mr. John Coke
Attorney-at-Law
1012-1015 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

Mr. W. C. Williams, Deputy State Highway Engineer, has handed me your letter of May 21, 1956 regarding Contract No. 4410, awarded to P. A. Shoat Company for Division II Oiling Project on certain state highways. With your letter you transmitted two copies of the agreement between the Fidelity and Casualty Company of New York, surety on the bond furnished by P. A. Shoat Company in connection with this job and Central Paving Company of Independence, Oregon, which has been selected by the Fidelity and Casualty Company of New York to complete the work involved.

In the last paragraph of your letter you request that future payments in connection with this contract be made payable to the order of the Fidelity and Casualty Company of New York and mailed to you as Attorney and Agent for the Company, at 1012 Yeon Building, Portland 4, Oregon. We shall be glad to comply with your request. Such warrants will be prepared in conformity with the assignment heretofore given by P. A. Shoat Company to the Fidelity and Casualty Company of New York and will be mailed to you as directed.

Respectfully yours,

/s/ H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

COPY OF THE ORIGINAL

May 21, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: W. C. Williams
First Assistant Highway Engineer

Re: P. A. Shoat Company
Contract No. 4410

Gentlemen:

Confirming our telephone conversation today, my client the Fidelity and Casualty Company of New York, the bonding company for P. A. Shoat Company on Oregon State Highway Contract No. 4410, has entered into a formal contract for completion of this job with the Central Paving Company of Independence, Oregon. We are enclosing executed copies in duplicate for your file.

You have concurred in the opinion given to us by Mr. C. W. Enfield, Chief Counsel for the Commission, pursuant to his letter to us of April 3rd that under the circumstances, it would not be necessary to have the State become a party to this contract.

It is our further understanding that the State, having formally declared the contractor P. A. Shoat Company in default on State Highway Contract No. 4410, has tendered the completion of the contract to the bonding company, The Fidelity and Casualty Company of New York, and that all present retainages and future payments on the estimates will be paid directly to the bonding company by the Oregon State Highway Commission. Would you please have these future payments payable to the orderof "THE FIDELITY AND CASUALTY COMPANY OF NEW YORK" and mailed to John M. Coke as attorney and agent at 1012 Yeon Building, Portland 4, Oregon.

Thanking you for your cooperation.

Very truly yours,

/s/ JOHN M. COKE

JMC:jf

CC: C. W. Enfield, Chief Counsel
Oregon State Highway Commission

CC: The Fidelity and Casualty Company of New York

COPY OF THE ORIGINAL

OREGON STATE HIGHWAY DEPARTMENT
SALEM

February 2, 1956

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 26, 1956 had under discussion your letter of January 17, 1956, advising that you have turned over to the Fidelity and Casualty Company of New York for completion your contract for the Division II oiling project covering certain state highways in Marion, Lincoln, Polk and Tillamook Counties, Oregon, State Highway Contract No. 4410.

It appeared to the Commission, after carefully considering all facts involved, that you are not in a position, financially or otherwise, to complete the contract. Accordingly, the Commission decided unanimously to declare you in default and instructed me to inform you of the action taken.

You may consider this letter as formal notice that the State Highway Commission has declared you in default in connection with the contract described above. The Fidelity and Casualty Company of New York surety on the performance bond that you furnished in connection with this contract, is being informed of the Commission's action and that the Commission expects the surety to complete the contract in conformity with the plans and specifications for the project.

Very truly yours,

/s/ H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY COMM.

HBG:lm
cc: Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Fidelity & Casualty Company of New York
60 Sansome St.
San Francisco 4, Calif.

Mr. John M. Coke, Attorney, Portland

COPY OF THE ORIGINAL

OREGON STATE HIGHWAY DEPARTMENT
SALEM

February 2, 1956

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The Oregon State Highway Commission at its meeting on January 26, 1956 had under discussion matters pertaining to State Highway Contract No. 4410, described as Division II oiling project on certain state highways in Marion, Lincoln, Polk and Tillamook Counties, Oregon, particularly the inability of P. A. Shoat Company, contractor for the project, to complete the work. It appeared to the Commission, after carefully considering all of the facts involved, that P. A. Shoat Company, for financial and other reasons, definitely is not able to complete the job; accordingly, the Commission unanimously declared P. A. Shoat Company in default.

I was instructed to inform you of the action taken and to state further that the Commission expects the Fidelity and Casualty Company of New York, surety on the performance bond that was furnished by the contractor, to arrange for satisfactory completion of the work remaining to be done in conformity with the plans and specifications for the project.

Please consider this letter as formal notification of the Commission's action.

Very truly yours,

/s/ H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Fidelity & Casualty Company of New York
60 Sansome St.
San Francisco 4, Calif.

Mr. John M. Coke, Attorney
1012 Yeon Building
Portland 4, Oregon

RECEIVED
AUG 24 1956
FOR FILING

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4410

A

August 23, 1956

Mr. J. B. Pfouts
Attorney at Law
28 N. E. 28th Avenue
Portland 15, Oregon

Dear Sir:

P. A. Shoat Company was declared in default on Contract No. 4410 on January 26, 1956, and the contract was turned over to the Surety for completion. The Surety is the Fidelity and Casualty Company of New York, U. S. National Bank Building, Portland 4.

The assignment made by Mr. Shoat to the Surety assigned all funds from the contract now due or to become due. This, of course, included monthly estimates, semi-final, retained percentage, and final payment.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

J. B. PFOUTS
ATTORNEY AT LAW
28 N. E. 28TH AVENUE
PORTLAND 15, OREGON
BELMONT 4-7238

August 17, 1956

Oregon State Highway Commission
9200 S. E. McLoughlin Blvd.
Milwaukie, Oregon

ATTENTION: Secretary

Dear Sir:

I need to know just what shape Contract Number 4410 between the Commission and P. A. Shoat Company is at this time.

Will you advise me what sort of assignment Mr. Shoat made to the bonding company? Did he assign to them the monthly estimates, the semi-final, final and the retained percentage?

Very truly yours,

J. B. Pfout jc

J. B. Pfouts

JBP:jc

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
AUG 21 1956
OREGON
STATE HIGHWAY COMMISSION

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore
INSURANCE GROUP

file A

RECEIVED
AUG 13 1956
FOR FILING

24-1092

4410

August 8, 1956

State of Oregon,
State Highway Dept.,
Salem, Oregon

Att. Mr. H. B. Glaisyer, Secretary.

NOTED
H. B. GLAISYER

Gentlemen:

P. A. Shoat Company
State of Oregon
Contract No. 4410
Claim 131-S-1123

We have for acknowledgment your letter of August 2nd, 1956.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division

FFMcI:MAB

NOTED
FLOYD QUERY

Copy to John M. Coke, Esq.,
1012 Yeon Bldg.,
Portland 4, Oregon.

Ack 8/13/56

REFERRED TO [illegible] – Mrs [illegible]
BY SECRETARY

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FOR FILING

24-1612
4410

August 2, 1956

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have today received a letter from Errol W. Ross Oil Co., 706 McClaine, Silverton, Oregon, stating that their claim in the amount of $721.50 has been paid in full by the Fidelity & Casualty Company of New York through its attorney, John M. Cake. This claim was against our Contract No. 4410, awarded to P. A. Shoot Company for oiling in Division II.

We provide this information as your company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn Mr. Carroll R. Young

P. A. Shoot Co.
3325 S.E. 14th Ave.
Portland, Oregon

Mr. John M. Cake
Attorney at Law
1012 Yeon Building
Portland 4, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

Lewis

RECEIVED
AUG 7 1956

FOR FILING

24-10[illegible]

4410

August 2, 1956

Errol W. Ross Oil Co.
706 McClaine
Silverton, Oregon

Attention: Mr. Errol W. Ross

Gentlemen:

Thank you for your letter of July 31 stating that your claim against P. A. Shoat Co. on Contract No. 4410 in the amount of $721.50 has been paid in full by the Fidelity and Casualty Company of New York, who furnished the Performance Bond for this contract. We will advise the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

JOHN M. COKE
ATTORNEY AT LAW
1012-1015 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

July 31, 1956

Oregon State Highway Commission
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Attention: H. B. Glaisyer

Re: State Highway Contract 4410
P. A. Shoat Company

Gentlemen:

The undersigned, Errol W. Ross d.b.a. Errol W. Ross Oil Company filed a claim with the Secretary of State and also the State Highway Commission against P. A. Shoat Company on State Highway Contract 4410, the amount of the claim being in the sum of $721.50.

Please be advised that today full payment has been made on my claim, the payment actually being made by The Fidelity & Casualty Company of New York, the bonding company, through its attorney, John M. Coke. You are authorized, therefore, to cancel and satisfy my claim in full.

Would you please so notify the Fidelity & Casualty Company of New York, 80 Maiden Lane, New York, New York, with a copy to its attorney, John M. Coke, 1012 Yeon Bldg., Portland, Oregon.

Thanking you for your cooperation.

Sincerely,

Errol W. Ross
Errol W. Ross Oil Co.
706 Mc Claire
Silverton, O.

EWR:dlv

[illegible] OF CARS

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JUL 16 1956
FOR FILING

24-1092

4-110

file

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore Insurance Group

July 10, 1956

Oregon State Highway Dept.,
Salem, Oregon.

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
Job Nos. 4410 and 4489
Our Claim Nos. 131-S-1123-1124

We have for acknowledgment your letter of June 27th, 1956 with enclosures.

Please be advised that these matters are now having our attention.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

RECEIVED
JUN 28 1956
FOR FILING

24-2
4410

June 27, 1956

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached are single copies of two claims filed with the Secretary of State by City Parts Company against P. A. Shoat Company. One of these claims in the amount of $1,223.64 is for parts, supplies, and labor furnished on our Contract No. 4410 for oiling in Division No. 2.

The other claim in the sum of $352.07 is against Contract No. 4489 for grading and paving of city streets in Gladstone.

We provide this information as your Company appears as Surety on the Performance Bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:fp

cc Fidelity & Casualty Company of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Fullett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Shoat Co.
3325 S. E. 14th Ave.
Portland, Oregon

NOTED ON CARD

TO THE STATE OF OREGON -
by and through
THE OREGON STATE HIGHWAY COMMISSION:

NOTICE is hereby given that Robert E. Fairbanks, doing business as City Parts Company, has a claim for automotive parts and supplies and for labor for the repairs and maintenance of gasoline motors in the sum of $352.07 against the bond taken by P. A. Shoat, doing business as P. A. Shoat Company, as principal and The Fidelity and Casualty Company of New York, as surety for the construction and improvement of Clackamas Boulevard, Gladstone, Clackamas County, Oregon, under contract or Job No. 4489, the work consisting of grading and paving of said streets and roads.

DATED THIS 15th day of June, 1956.

CITY PARTS COMPANY

By Robert E. Fairbanks

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FOR FILING

FORM E-30X—90M—11-55—9022

[illegible]

4410

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1956

SUBJECT: Division 2 Oiling
4 Highways
Contract No. 4410

To:

Mr. J. D. Walker
Division Engineer
Office

NOTED
W. C. WILLIAMS

Reference is made to Laboratory Report No. 392925, dated June 22, 1956 showing an excess of 8.9 percent passing the ¼-inch screen in the ½"-¼" crushed gravel produced at the R. S. Burch Plant at Buell for Item "C" in the above oiling contract.

This material is suitable if corrected by other aggregate sizes. The laboratory reports on aggregate from the Burch Gravel Company show an excess of finer sizes in the 3/4"-1/2", ½"-¼" and ¼"-#10 aggregate, which have not been corrected, ranging from 2.2 to 26.9 percent.

Will you please instruct the resident engineer to resubmit samples of improved aggregate that can be accepted for this unit of the oiling project.

Also, will you please have him so mark the samples submitted for tests that it is clear they represent corrected aggregate.

Forrest Cooper
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

RECEIVED
JUL 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

24-1092

4-410

June 27, 1956

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of June 21 which had attached to it three copies each of two claims filed with your office by City Parts Company against P. A. Shoat Co. One of these claims in the amount of $1,223.64 is against Contract No. 4410, and the other in the sum of $352.07 is against Contract No. 4489, both of which were awarded to P. A. Shoat Company.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

NOTED ON CARD
gc

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 21, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of today two notices of claim by City Parts Company.

Copies of the claims are enclosed for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Record Division

GS:M
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
JUN 25 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
MAY 28 1956
FOR FILING

[illegible]
4410

Salem, Oregon
May 24, 1956

Letter from Mr. John M. Coke
with attached copies of agreement

Floyd Query

Mr. Query:

I hand you herewith Mr. Coke's letter and two copies of the agreement referred to therein. There is also attached an unsigned copy of Mr. Coke's letter. Please file in Contract No. 4410 Mr. Coke's original letter and one copy of the agreement. The other copy should go to the General Files. Please have Mrs. Lewis make a record of this on her card for this job.

H. B. Glaisyer

HBG:blm
Attach.

NOTED ON CARD

May 23, 1956

Mr. John M. Coke
Attorney at Law
1012-1015 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

Mr. W. C. Williams, Deputy State Highway Engineer, has handed me your letter of May 21, 1956 regarding Contract No. 4410, awarded to P. A. Shoat Company for Division II Oiling Project on certain state highways. With your letter you transmitted two copies of the agreement between the Fidelity and Casualty Company of New York, surety on the bond furnished by P. A. Shoat Company in connection with this job, and Central Paving Company of Independence, Oregon, which has been selected by the Fidelity and Casualty Company of New York to complete the work involved.

In the last paragraph of your letter you request that future payments in connection with this contract be made payable to the order of the Fidelity and Casualty Company of New York and mailed to you as Attorney and Agent for the Company, at 1012 Yeon Building, Portland 4, Oregon. We shall be glad to comply with your request. Such warrants will be prepared in conformity with the assignment heretofore given by P. A. Shoat Company to the Fidelity and Casualty Company of New York and will be mailed to you as directed.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: C. H. Maison (2)
F. Query

NOTED ON CARD

Dear Mr. Maison:

Some time ago P. A. Shoat Company assigned all of the monies due it in connection with this job to the Fidelity and Casualty Company of New York. Will you kindly have future warrants made payable to that company in conformity with the provisions of the assignment. Please note that the warrants should be mailed direct to Mr. Coke, Attorney for the company, at 1012 Yeon Bldg., Portland. I believe that you also have in your files Power of Attorney authorizing Mr. Coke to sign for the company.

COPY

John M. Coke
Attorney at Law
1012-1016 Yeon Building
Portland 4, Oregon
CApitol 8 0838

May 21, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: W. C. Williams
First Assistant Highway Engineer

Re: P. A. Shoat Company
Contract No. 4410

Gentlemen:

Confirming our telephone conversation today, my client The Fidelity and Casualty Company of New York, the bonding company for P. A. Shoat Company on Oregon State Highway Contract No. 4410, has entered into a formal contract for completion of this job with the Central Paving Company of Independence, Oregon. We are enclosing executed copies in duplicate for your file.

You have concurred in the opinion given to us by Mr. C. W. Enfield, Chief Counsel for the Commission, pursuant to his letter to us of April 3rd that under the circumstances, it would not be necessary to have the State become a party to this contract.

It is our further understanding that the State, having formally declared the contractor P. A. Shoat Company in default on State Highway Contract No. 4410, has tendered the completion of the contract to the bonding company, The Fidelity and Casualty Company of New York, and that all present retainages and future payments on the estimates will be paid directly to the bonding company by the Oregon State Highway Commission. Would you please have these future payments payable to the order of "THE FIDELITY AND CASUALTY COMPANY OF NEW YORK" and mailed to John M. Coke as attorney and agent at 1012 Yeon Building, Portland 4, Oregon.

Thanking you for your cooperation.

Very truly yours,

JOHN M. COKE

[illegible]

JMC:jf

CC: C. W. Enfield, Chief Counsel
Oregon State Highway Commission

CC: The Fidelity and Casualty Company of New York

AGREEMENT

THIS CONTRACT ENTERED INTO THIS 15 day of May, 1956, by and between the FIDELITY AND CASUALTY COMPANY OF NEW YORK, a New York Corporation, hereinafter called the Company and the CENTRAL PAVING COMPANY, an Oregon Corporation, hereinafter called the Contractor,

WITNESSETH:

WHEREAS, the Company, as surety, has executed certain performance bonds in which the P. A. Shoat Company is the principal in favor of the State of Oregon on a certain State Highway Contract designated as State Highway Contract #4410 bearing Title "Oregon State Highway Department, Division II Oiling Project, North Santiam, Silver Creek Falls, Salmon River and Corvallis-Newport Hwy's and Hobbins Lane Front Road, Marion, Lincoln, Tillamook and Polk Counties April 1955", reference to which contract is here made, by this reference said contract is made a part of this agreement insofar as the disclosures, conditions, and general obligations are appropriate,

WHEREAS, the Company as surety has further executed in behalf of the P. A. Shoat Company as principal certain performance bonds in favor of the County of Multnomah, State of Oregon, on certain Multnomah County Contracts designated as Project #D-171 and #D-165; Project #D-171 for the grading and surfacing with bituminous macadam of Northeast 47th Avenue from Northeast Killingsworth Street to Northeast Sumner Street, Multnomah County, Oregon, and Project #D-165 for the grading and surfacing with bituminous macadam of Southeast 97th Avenue from Southeast Boise Street to Southeast Bush Street, Multnomah County, Oregon, reference to said Multnomah County Contracts is here made and by this reference said contracts are made a part of this agreement insofar as the disclosures, conditions and general obligations are concerned and appropriate,

WHEREAS, during the performance of the above mentioned contracts and the work called for therein, the said P. A. Shoat Company became financially involved and neglected to perform or complete the work called for in said agreements and ultimately abandoned the jobs, WHEREAS, the Oregon State Highway Commission has formally declared the P. A. Short Company in default on State Highway Contract #4410, and the Board of County Commissioners, Multnomah County, Oregon, has formally declared the P. A. Short Company in default on Contracts designated as Project #D-171 and Project #D-165, and

WHEREAS, the contractor desires to take over and complete said contracts,

NOW, THEREFORE, it is agreed by and between the parties hereto that the Contractor shall take over and complete all of the unfinished work on State Highway Contract #4410 and Multnomah County Contracts #D-171 and #D-165 in accordance with the provisions, specifications, terms, requirements and conditions set forth in said contracts on or before August 31, 1956,

IT IS AGREED that the Company will compensate the Contractor as follows on the following contracts:

I. Contract #4410-Oregon State Highway Commission,
Division II Oiling Proeject

Prices for Units A, C and E:

Bid Item Number	Item		Unit Price
1.	Preparation of Base	10.90 mi.	$ 100.00
2.	Preparation of Shoulders	5.27 mi.	200.00
3.	Haul and place aggregates	4150 cy	2.32
5.	150-200 Asphalt	350 tons	40.00
6.	MC-2Asphalt	34 tons	50.00

Regarding Item 3., the Company will furnish and pay for and supply all rock on Units A and C; rock on Unit E to be furnished and paid for by the Contractor.

II. Project #D-171-Multnomah County, Northeast 47th Avenue
Killingsworth to Northeast Sumner Street

Bid Item Number	ITEM		Unit Price
7.	3/4"-0 Material in Base	223 cy	$ 2.25
8.	PS 400 Fuel Oil	1664 gal	.13
9.	Oil Rock	269 cy	5.00
10.	Bituminous Cement	23 ton	40.00
11.	Sprinkling	20 M-gal	3.00
12.	Class"B" Asphalt Conc.	10.6 ton	12.00

Regarding Multnomah County Project #D-171, it is understood and agreed by the parties that there may be a certain amount of cleaning and preparation of the rock placed on the job during the year 1955. The Company agrees to pay the Contractor for required clean-up work as ordered by Multnomah County. It is also agreed by the parties that there may be some additional base rock (Item 7.) and fuel oil (Item 8.) required, and the Company agrees to compensate the Contractor for such additional base rock and fuel oil at Contractor's agreed unit prices.

III. Project #D-165—Multnomah County—Southeast 97th Avenue
Southeast Boise Street to Southeast
Bush Street

Bid Item Number	Item		Unit Price
1.	Excavation, unclass.	2041 cy	$ .75
2.	Excavation, trench	7 cy	8.00
3.	8" T&G Concrete Pipe	60 lf	1.20
4.	Sump & Catch Basin	2 each	320.00
5.	Std. catch basin	2 each	70.00
6.	2½"-0 Base material	746 cy	2.40
7.	3/4"-0 Base material	251 cy	1.90
8.	Oil Rock	301 cy	4.60
9.	Bituminous Cement	26.1 tons	40.00
10.	PS 400 fuel oil	1692 gal	.12
11.	Sprinkling	25-M gal	2.50
12.	Mail box post	26 lf	1.00

It is agreed that the Company will pay the Contractor at the above listed unit prices in accordance with the total quantities as determined under the general provisions, specifications and special provisions of Oregon State Highway Contract #4410 and Multnomah County Projects #D-171 and #D-165.

IT IS FURTHER AGREED that the Company will pay to the Contractor as the estimates are paid to the Company from the Oregon State Highway Commission and Multnomah County, and at such time the Company receives the final payment on each contract from the Oregon State Highway Commission and Multnomah County, the Company will pay the Contractor any difference between the unit prices stated in such contracts and the unit prices of the Contractor as set forth herein.

IT IS AGREED that the Contractor shall furnish the Company with a surety bond, satisfactory to the Company, on State Highway Contract #4410 and Multnomah County Projects #D-171 and #D-165 in the total amount of Thirty-Eight Thousand and No/100 Dollars ($38,000.00), indemnifying and holding harmless The Fidelity and Casualty Company of New York, from any losses said Company may sustain by reason of things done or not done by this Contractor or its said bonding company.

IN WITNESS WHEREOF the parties hereto have subscribed their names and affixed their seals as of the day and year first above written

APPROVED:

STATE OF OREGON
(By and through its State
Highway Commission)

BY: ______________________________

MULTNOMAH COUNTY,
STATE OF OREGON

BY: ______________________________

THE FIDELITY AND CASUALTY COMPANY OF NEW YORK,
the Company

BY: ______________________________
Its Attorney

CENTRAL PAVING COMPANY,
the Contractor

BY: ______________________________
Secretary-Treasurer

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FOR FILING

24-1092
4410

file

The Fidelity and Casualty Company of New York
90 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, CHAIRMAN OF THE BOARD • J. VICTOR HERD, PRESIDENT
America Fore INSURANCE GROUP

NOTED
FLOYD QUERY

May 15, 1956

[illegible] ay Dept.,

[illegible] Glaisyer, Secretary

P. A. Shoat Company
State of Oregon
Claim 131-S-1123
Contract No. 4410

[illegible] cknowledgment your letter of May 10th, 1956 [illegible] d the contents thereof.

Very truly yours,

F. F. McIntosh
F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

Files

Lewis

RECEIVED
MAY 21 1956
FOR FILING

21-1192

4410

May 10, 1956

Burch Gravel Company
Route 1
Sheridan, Oregon

Attention: Mr. R. S. Burch

Gentlemen:

Thank you for your letter of April 24 advising us that the Fidelity & Casualty Company of New York has paid your claim in the sum of $3,803.60 for rock produced for contract No. 4410. The contractor and the surety will be notified that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

BURCH GRAVEL COMPANY . . .

SAND : GRAVEL : CRUSHED GRAVEL
READY-MIX CONCRETE

Phone Number 3714
Route 1, Sheridan, Oregon

April 24, 1956

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, ✓
Secretary

Re: State Highway Contract #4410
P. A. Shoat Company

Gentlemen:

Please be advised that John M. Coke, attorney for the Fidelity & Casualty Company of New York, has today forwarded a draft of the Fidelity & Casualty Company payable to the order of Burch Gravel Co. in the sum of $3,803.60 in full payment of our bill for rock produced to date by us on Contract #4410.

This letter will serve as authority from us to withdraw our lien in the sum of $3,803.60 previously filed with you.

Very truly yours,

BURCH GRAVEL CO.

BY: R. S. Burch
R. S. Burch

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[illegible]

[illegible]

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MAY 21 1956
FOR FILING

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4410

May 10, 1956

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have received a letter from the Burch Gravel Company, dated April 24, 1956, in which Mr. Burch writes as follows:

"Please be advised that John M. Coke, attorney for the Fidelity & Casualty Company of New York, has today forwarded a draft of the Fidelity & Casualty Company payable to the order of Burch Gravel Co. in the sum of $3,803.60 in full payment of our bill for rock produced to date by us on Contract No. 4410.

"This letter will serve as authority from us to withdraw our lien in the sum of $3,803.60 previously filed with you."

This claim pertains to our Contract No. 4410, awarded to P. A. Shoat Company for oiling in Division 2.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Company of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland, Oregon

Mr. John M. Coke, Attorney
Yeon Building
Portland, Oregon

Pallett, Fisher & Carle, Inc.
U. S. National Bank Building
Portland 4, Oregon

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APR 5 - 1956
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24-1092
4410

FORM E-123 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 3, 1956

Mr. John M. Coke
Attorney at Law
1012 Yeon Building
Portland, Oregon

W. C. WILLIAMS

Re: P. A. Shoat Company
Contract No. 4410

Dear John:

Pursuant to your request when recently visiting my office, enclosed herewith is a copy of a letter from the District Director of Internal Revenue addressed to the Oregon State Highway Department, dated February 16, 1956, concerning the release of the U. S. Tax Levy against money withheld on Contract No. 4410.

I have not had an opportunity since your visit to talk with Mr. Williams, who is presently out of the city, concerning the Highway Department's wishes with respect to a contract to be entered into between the Department and the surety on Contract 4410, between the Highway Commission and P. A. Shoat Company, with respect to the completion of this project by the surety company as a result of the default of P. A. Shoat Company. If, at the time of your visit last week, you did not discuss with Mr. Williams the mechanics of carrying this contract through to completion, I suggest that it might be desirable for you to contact Mr. Williams concerning this matter with respect to the need for a contract between the State and P. A. Shoat Company's surety, and also with respect to the awarding of another construction contract to a new contractor for completion of the project. Unless there are problems involved in the completion of this project of which I am not aware, or unless the surety company wishes the State to call for bids for the completion of this job and thereby act as an agent for the surety company, there probably is no need for a contract to be entered into between the State and the surety company so long as the project will be completed by the surety company.

Best personal regards.

Very truly yours,

C. W. ENFIELD
Chief Counsel

RECEIVED
APR 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

CWE:jv
cc: W. C. Williams
S. H. Probert
Forrest Cooper
Encl.

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MAR 2[illegible] 1956
FOR FILING

24-1092

4410

file

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT
America Fore INSURANCE GROUP

March 23, 1956

Oregon State Highway Department,
Salem, Oregon.

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
131-S-1123
Contract No. 4410

We have your letter of March 12th, 1956 with enclosures. We are giving these matters our attention.

Very truly yours,

F. F. McIntosh
F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

NOTED
H. B. GLAISYER

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27 1956
OFFICE
STATE HIGHWAY COMMISSION

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FOR F[illegible]

24-1092

4410

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT
SEMPER UBIQUE
America Fore
INSURANCE GROUP

March 23, 1956

Oregon State Highway Department
Salem, Oregon

Att. Mr. H. B. Glaisyer, Secretary

Gentlemen:

P. A. Shoat & Company
State of Oregon
131-S-1123
Contract No. 4410

We have your letter of March 13th, 1956. We are giving this matter our attention.

Very truly yours,

F. F. McIntosh
F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

NOTED
H. B. GLAISYER

RECEIVED
[illegible] 27 1956
OREGON
STATE HIGHWAY COMMISSION

Files

Lewis

24-[illegible]
4410

March 13, 1956

Idanha Super Service
Box 447
Idanha, Oregon

Attention: Mr. John L. Kasnick

Gentlemen:

This is to acknowledge your letter of March 9 in which you present a claim in the sum of $34.82 against P. A. Shoat Company for supplies furnished on what apparently is our contract No. 4410 for oiling in Division II in Marion, Lincoln, Tillamook and Polk Counties.

The Fidelity & Casualty Company of New York, U. S. National Bank Building, Portland 4, furnished the Performance Bond with this contract, which bond is given to assure completion of the work and payment of all bills incurred in the contract. The contractor has defaulted and the Surety has taken over the contract.

The contract will not be completed until sometime next summer but should you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Commission, it is suggested that you file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filing. In the meantime, the claim will be noted in our records and we will advise the Surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD

Idanha Super Service
Idanha, Oregon ← Box 447
March 9, 1956

Mr. H. B. Glaisyer,
Sec. State Hiway Commission,
State Hiway Bldg.,
Salem, Oregon.

Dear Sir.

As per our telephone conversation, this is an official notification regarding the P.A. Shoat Company, 3325 S.E. 14th St., Portland, Oregon. A road surfacing crew of this company made purchases of diesel fuel, oil and tire repairs at this station during the months of August and September 1955 amounting to $34.82. These purchases were made while this road crew resurfaced a portion of Oregon State Hiway 22 in the vicinity of Idanha, Oregon.

Will you take steps to see that this delinquent account is paid.

Thanking you in advance for your help, I remain,

Sincerely yours,
John L. Kasnick
John L. Kasnick, owner.

REFERRED TO
BY SECRETARY

STATEMENT

IDANHA SUPER SERVICE
COMPLETE ONE - STOP SERVICE
PHONE 331

3/1/56 19

To P. G. Shoat Company
3325 SE. 14th
Portland, Oregon

NO. 1254 EFFICIENCY LINE

TERMS:

8/22/55					3	—
8/24					3	
8/25					14	—
8/27					5	50
8/29					1	50
8/31					3	96
9/2					3	86
		Total	—		34	82

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

ity & Security Company of New York
Street
Francisco 4, California
Attention: Mr. Carroll L. Young

illett, Fisher & Carle, Inc.
U. S. National Bank Building
Portland 4, Oregon

. A. Shoat Company
385 S. E. 14th Avenue
Portland, Oregon

Commissioners, R. H. Baldock, W. C. Williams

ECEIVED
MAR 30 1956
FOR FILING

24-1012
4410

March 12, 1956

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letters of March 5 and 8 listing the following claims against P. A. Shoat Company on what may be our contracts 4410 and 4489:

General Machinery Company - $583.76, your file 3548
Al White's Alignment Service - $111.60, your file 3547
Al Porter, Jr. - $986.39, your file 3555.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Commissioners
Mr. R. H. Baldock
Mr. W. C. Williams

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible]

[illegible]
[illegible]
Salem, Oregon

Dear Sir:

[illegible]

[illegible]

[illegible]

Very truly yours,

Earl T. Newbry
Secretary of State

Geo C Stephens

[illegible]

[illegible]
Enc.

RECEIVED
MAR 6 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

SALEM OREGON

March [illegible],

[illegible] B. Gl[illegible]isyer, Secretary
[illegible] State [illegible] Commission
[illegible], Oregon

[illegible]:

[illegible], Secretary, General Machinery [illegible], Portland 4, Oregon, and [illegible] General Machinery [illegible] furn- [illegible] contract [illegible]

[illegible]

RECEIVED
MAR 30 1956
FOR FILING
24-...
4410

March 12, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

The following claims, copies of which are attached, have been filed with the Secretary of State against P. A. Shoat Company for labor and materials furnished on paving contracts for the State of Oregon and the County of Multnomah:

Al White's Alignment Service - labor and materials - $111.60

General Machinery Company - labor and materials - $583.76

Al Porter, Jr. - labor - $986.39.

As you will note, the claims do not specify the exact contracts to which they pertain. P. A. Shoat Company was awarded two State Highway Contracts, No. 4410 for oiling in Division II, and No. 4489 for paving in the city of Gladstone. It may be that these claims pertain to one or both of these contracts.

We provide this information as your Company appears as Surety on the Performance Bonds furnished with the above-mentioned contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Fallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

NOTED ON CARD

NOTICE OF CLAIM

To: Secretary of State

Notice is hereby given that the undersigned, Whites Alignment Service, Portland, Oregon, has a claim for labor and materials furnished in the sum of $111.60 against the bond taken from P. A. Shoat and Fidelity Casualty Co. of New York as surities upon the bond for the work of performing paving contracts for the State of Oregon and County of Multnomah.

"AL" WHITE'S ALIGNMENT SERVICE

S. Allen White

SECRETARY OF STATE
RECEIVED
MAR 2 - 1956
EARL T. NEWBRY

File # 3547

FILED
MAR 2 1956
EARL T. NEWBRY
SECRETARY OF STATE

NOTED ON CARD

NOTICE OF CLAIM

To: Secretary of State

Notice is hereby given that the undersigned, General Machinery Company, Portland, Oregon, has a claim for labor and materials furnished on the machinery used in the performance of the contract of P. A. Shoat, in that labor and materials were provided on the distributor and hot plant, and trucks, in the sum of $583.76, against the bond taken from P. A. Shoat and Fidelity Casualty Co. of New York as surities upon the bond for the work of performing paving contracts for the State of Oregon and County of Multnomah.

GENERAL MACHINERY CO.
By
SECRETARY

File # 3548

FILED
MAR 8 1956
EARL T. NEWBRY
SECRETARY OF STATE

MAR 8 - 1956
NEWBRY

[illegible]

[illegible]

[illegible]

[illegible]

FILED

EARL T. McHENRY

RECEIVED
MAR 30 1956
FOR FILING

24-1092
4410

March 8, 1956

Fidelity & Casualty Company of N. Y.
80 Maiden Lane
New York, N. Y.

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by various parties against P. A. Shoat Company for labor and materials furnished in connection with work performed for the State of Oregon and Multnomah County.

The Shoat Company performed work on State Highway contract #4410 for oiling in Division 2, and on contract #4489 for paving in the City of Gladstone.

We do not know what portion of these claims are applicable to work performed for Multnomah County. The following claims are attached:

1. Walter Reick for labor in the sum of $2,353.88 and materials in the sum of $282.01, your file No. 3550.
2. Reddaway's Truck Line, Inc., for labor and materials in the sum of $277.06, your file No. 3549.
3. E & H Welding & Machine Works, for labor and materials in the sum of $183.19, your file No. 3551.
4. Krueger Lumber Yard for materials in the sum of $24.50, you file No. 3554.
5. Best Auto Spring Company for materials in the sum of $27.26, your file No. 3553.
6. Azbar Electric for materials and labor in the sum of $126.25, your file No. 3552.

We provide this information as your Company appears as surety on the performance bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
cc: Pallett, Fisher & Carlo, Inc.
cc: P. A. Shoat Company

Liens

RECEIVED
MAR 30 1956
FOR FILING

4410

March 8, 1956

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

ATTENTION: Geo. C. Stephens

Dear Sir:

Thank you for your letters of March 5 advising that the following claims have been filed with your office against P. A. Ehoat Company in connection with work performed on contracts #4410 and #4489, and for the County of Multnomah.

1. Walter Reick for labor in the sum of $2,353.88 and materials in the sum of $282.02, your file No. 3550.
2. Reddaway's Truck Line, Inc., for labor and materials in the sum of $277.06, your file No. 3549.
3. E. & N Welding & Machine Works, for labor and materials in the sum of $183.19, your file No. 3551.
4. Kreager Lumber Yard for materials in the sum of $24.50, your file No. 3554.
5. Best Auto Spring Company, for materials in the sum of $27.26, your file No. 3553.
6. Amber Electric for materials and labor in the sum of $126.25, your file No. 3552.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD

NOTICE OF CLAIM

To: **Secretary of State**

Notice is hereby given that the undersigned, Walter Reick, has a claim for labor in the sum of $2353.88, and materials furnished in the sum of $282.01, against the bond taken from P. A. Shoat and Fidelity Casualty Co. of New York as surities upon the bond for the work of performing paving contracts for the State of Oregon and County of Multnomah.

Walter Reick

File #3550

FILED
MAR 2 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
MAR 2 - 1956

NOTED ON CARD

NOTICE OF CLAIM

To: Secretary of State

Notice is hereby given that the undersigned, Reddaway's Truck Line, Oregon City, has a claim for labor and materials furnished in the sum of $277.06, against the bond taken from P. A. Shoat and Fidelity Casualty Co. of New York as surities upon the bond for the work of performing paving contracts for the State of Oregon and County of Multnomah.

Reddaway's Truck Line, inc.
Walter W. Reddaway
Vice Pres.

SECRETAR[illegible]
RE[illegible]
MAR 2 - 1956
EA[illegible]

File #3549

FILED
MAR 3 1956
EARL T. NEWBRY
SECRETARY OF STATE

NOTED ON CARD

NOTICE OF CLAIM

To: Secretayy of State

Notice is hereby given that the undersigned, E. & H. Welding & Machine Works, Oregon City, has a claim for labor and material supplied and furnished on equipment of P. A. Shoat in the sum of $183.19, against the bond taken from P. A. Shoat and Fidelity Casualty Co. of New York as surities upon the bond for the work of performing paving contracts for the State of Oregon and County of Multnomah.

George W Eby

File # 3551

FILED
MAR 2 1956
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
MAR [illegible] 1956

NOTED ON CARD

NOTICE OF CLAIM

To: Secretary of State

Notice is hereby given that the undersigned Best Auto Spring Company, has a claim for materials furnished on the equipment of P. A. Shoat in the sum of $27.26, against the bond taken from P. A. Shoat and Fidelity Casualty Co. of New York as surities upon the bond for the work of performing paving contracts for the State of Oregon and County of Multnomah.

SECRETARY OF STATE
RECEIVED
MAR 5 - 1950
EARL T. NEWBRY

FILED
EARL T. NEWBRY
SECRETARY OF STATE

NOTICE OF CLAIM

To: Secretary of State

Notice is hereby given that the undersigned, Azbar Electric Company, Oregon City, has a claim for materials furnished and labor furnished on the equipment of P. A. Shoat in the sum of $126.25, against the bond taken from P. A. Shoat and Fidelity Casualty Co. of New York as surities upon the bond for the work of performing paving contracts for the State of Oregon and County of Multnomah.

Mgr.

SECRETARY OF STATE
RECEIVED
MAR 5 - 1956
EARL T. NEWBRY

File No 3552

FILED
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
FEB 24 1956
FOR FILING

[illegible]

[illegible]

February 23, 1956

Mr. John M. Coke, Attorney
Fidelity and Casualty Company of New York
1012-1015 Yeon Building
Portland 4, Oregon

Dear Sir:

This inquiry is in reference to Contract 4410, P. A. Shoat Company, Division II Oiling Project.

Since Mr. Shoat is unable to complete his contract and has been adjudged to be in default, responsibility for completion rests with the bonding company. Your letter of November 29, 1955, addressed to Mr. Kenneth Boardman, Resident Engineer at Newport, advises that it will be necessary for your company to subcontract the completion. We would, therefore, appreciate hearing from you in regard to your plans in this matter and ask that you inform us as to the contractor or contractors that you wish to perform the work so that we may determine whether they are acceptable to the Highway Commission. Also, please send to us a copy of the subcontracts.

Thank you for your cooperation in the matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. J. D. Walker

FC gm

RECEIVED
FEB 23 1956
FOR FILING

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT
America Fore INSURANCE GROUP

4410

NOTED
H. B. GLAISYER

February 16, 1956

Oregon State Highway Dept.,
Salem, Oregon

COPY FOR MR. R. H. Baldock
From H. B. Glaisyer, Secretary

Att. Mr. H. B. Glaisyer, Secretary.
Oregon State Highway Commission

NOTED
W. C. WILLIAMS

Gentlemen:

P. A. Shoat company
State of Oregon
131-S-1123
Contract No. 4410

We have for acknowledgment your letter of February 2nd, 1956 along with copy of your letter of the same date to P. A. Shoat Company.

This matter is having the attention of our Mr. H. S. Hargreaves, Claims Manager, U. S. National Bank Bldg., Portland, Oregon. You may wish to communicate further with this office or with Mr. Hargreaves.

Very truly yours,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

Copy to John M. Coke, Esq.,
1012-1015 Yeon Bldg.,
Portland, Oregon

REFERRED TO
Mr. Williams
By State Highway Engineer

RECEIVED
[illegible]
STATE HIGHWAY [illegible]

COPY OF THE ORIGINAL

OREGON STATE HIGHWAY DEPARTMENT
SALEM

February 2, 1956

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The Oregon State Highway Commission at its meeting on January 26, 1956 had under discussion matters pertaining to State Highway Contract No. 4410, described as Division II oiling project on certain state highways in Marion, Lincoln, Polk and Tillamook Counties, Oregon, particularly the inability of P. A. Shoat Company, contractor for the project, to complete the work. It appeared to the Commission, after carefully considering all of the facts involved, that P. A. Shoat Company, for financial and other reasons, definitely is not able to complete the job; accordingly, the Commission unanimously declared P. A. Shoat Company in default.

I was instructed to inform you of the action taken and to state further that the Commission expects the Fidelity and Casualty Company of New York, surety on the performance bond that was furnished by the contractor, to arrange for satisfactory completion of the work remaining to be done in conformity with the plans and specifications for the project.

Please consider this letter as formal notification of the Commission's action.

Very truly yours,

/s/ H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Fidelity & Casualty Company of New York
60 Sansome St.
San Francisco 4, Calif.

Mr. John M. Coke, Attorney
1012 Yeon Building
Portland 4, Oregon

COPY OF THE ORIGINAL

OREGON STATE HIGHWAY DEPARTMENT
SALEM

February 2, 1956

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 26, 1956 had under discussion your letter of January 17, 1956, advising that you have turned over to the Fidelity and Casualty Company of New York for completion your contract for the Division II oiling project covering certain state highways in Marion, Lincoln, Polk and Tillamook Counties, Oregon, State Highway Contract No. 4410.

It appeared to the Commission, after carefully considering all facts involved, that you are not in a position, financially or otherwise, to complete the contract. Accordingly, the Commission decided unanimously to declare you in default and instructed me to inform you of the action taken.

You may consider this letter as formal notice that the State Highway Commission has declared you in default in connection with the contract described above. The Fidelity and Casualty Company of New York surety on the performance bond that you furnished in connection with this contract, is being informed of the Commission's action and that the Commission expects the surety to complete the confract in conformity with the plans and specifications for the project.

Very truly yours,

/s/H. B. Glaisyer
Secretary
OREGON STATE HIGHWAY COMM.

HBG:hlm
cc: Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Fidelity & Casualty Company of New York
60 Sansome St.
S$_a$n Francisco 4, Calif.

Mr. John M. Coke, Attorney, Portland

RECEIVED
FEB 21 1956
FOR FILING

24-1092
4410

EGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Return 2—18-56

SALEM
FEB 7'56
OREG.
U.S. POSTAGE
25
PB METER
186805

RETURNED TO WRITER
REASON CHECKED
Unclaimed ✓ Refused
Unknown
For better address
Moved, left no address
No such office in state

CERTIFIED MAIL
No. 40221

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

LN 2/8/56

FORM E-186

RECEIVED
FEB 21 1956
FOR FILING

24-1092
4410

REGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

Return 2-18-56

SALEM FEB 7'56 OREG.
U.S. POSTAGE 25
PB METER 186805

RETURNED TO WRITER
REASON CHECKED
[✓ Unclaimed] Refused
Unknown
For better address
Moved, left no address
No such office in state

CERTIFIED MAIL
No. 40221

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

LN 2/18/56
M805

FORM H-[illegible]

RECEIVED
FEB 20 1956
FOR FILING

24 12
4410

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 17, 1956

SUBJECT: P. A. Shoat Co., Contractor
Contract No. 4410

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Attached is an original and copy of a letter received today from the Internal Revenue Service authorizing the Highway Commission to disregard the Notice of Levy served on the Commission against funds withheld from the P. A. Shoat Co., Contractor on Contract No. 4410.

John C. McLean
JOHN C. McLEAN
Assistant Attorney

JCM;bb

Attach.

cc: Mr. C. H. Maison
Mr. H. B. Glaisyer

RECEIVED
FEB 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

U. S. TREASURY DEPARTMENT
INTERNAL REVENUE SERVICE
DISTRICT DIRECTOR
PORTLAND 8, OREGON
827 N. E. Oregon Street

February 16, 1956

IN REPLY REFER TO
C:D:S:DB:gdg

Oregon State Highway Department
Salem, Oregon

Attention: Mr. John C. McLean
Assistant Attorney

Gentlemen:

In Re: U. S. Tax Levy against money withheld on Contract No. 4410, P. A. Shoat Co., Contractor

Receipt is acknowledged of your letter of February 2, 1956, in connection with the above Levy.

In view of the facts stated in your letter and the further fact that P. A. Shoat Company assigned any funds due to its surety company, and the Shoat Company was declared in default, both of which preceded the tax Levy, we concur in your opinion that the surety is entitled to the funds.

This letter is your authority to disregard the Levy.

Very truly yours,

District Director of Internal Revenue

By PHWright
Paul H. Wright, Chief
Delinquent Accounts & Returns Branch

cc: Mr. C. V. Brattain
Group Supervisor
Salem, Oregon

RECEIVED
MAR 9 - 1956
FOR FILING

[illegible]
4410

(4b)

REFERRED TO
BY SECRETARY
Mis Lewis: note on card

February 2, 1956

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The Oregon State Highway Commission at its meeting on January 26, 1956 had under discussion matters pertaining to State Highway Contract No. 4410, described as Division II oiling project on certain state highways in Marion, Lincoln, Polk and Tillamook Counties, Oregon, particularly the inability of P. A. Shoat Company, contractor for the project, to complete the work. It appeared to the Commission, after carefully considering all of the facts involved, that P. A. Shoat Company, for financial and other reasons, definitely is not able to complete the job; accordingly, the Commission unanimously declared P. A. Shoat Company in default.

I was instructed to inform you of the action taken and to state further that the Commission expects the Fidelity and Casualty Company of New York, surety on the performance bond that was furnished by the contractor, to arrange for satisfactory completion of the work remaining to be done in conformity with the plans and specifications for the project.

Please consider this letter as formal notification of the Commission's action.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Fidelity & Casualty Co. of New York
60 Sansome St.
San Francisco 4, Calif.

Mr. John M. Coke, Attorney
1012 Yeon Building
Portland 4, Oregon

NOTED ON CARD

February 2, 1956

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 26, 1956 had under discussion your letter of January 17, 1956 advising that you have turned over to the Fidelity and Casualty Company of New York for completion your contract for the Division II oiling project covering certain state highways in Marion, Lincoln, Polk and Tillamook Counties, Oregon, State Highway Contract No. 4410.

It appeared to the Commission, after carefully considering all facts involved, that you are not in position, financially or otherwise, to complete the contract. Accordingly, the Commission decided unanimously to declare you in default and instructed me to inform you of the action taken.

You may consider this letter as formal notice that the State Highway Commission has declared you in default in connection with the contract described above. The Fidelity and Casualty Company of New York, surety on the performance bond that you furnished in connection with this contract, is being informed of the Commission's action and that the Commission expects the surety to complete the contract in conformity with the plans and specifications for the project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm
cc: Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Fidelity & Casualty Co. of New York
60 Sansome St.
San Francisco 4, Calif.

Mr. John M. Coke, Attorney, Portland

NOTED ON

P. A. Shoat Co.

Gentlemen:

This is to advise you that on January 26, 1956, at its regular meeting in Portland, Oregon, the State Highway Commission declared the P. A. Shoat Co. in default on Highway Construction Contract No. 4410.

This action was taken after consideration of the financial position of the Shoat Co. as regards its ability to complete the contract, the assignment of the contract to the surety for completion, and the request of the surety that the Shoat Co. be declared in default.

Very truly yours,

H. B. GLAISYER
Secretary

JCM:bb

[illegible] 1/26

AGENDA
JAN 26 1955
4-h
4h

Salem, Oregon
January 18, 1956

C. W. Enfield
Chief Counsel

Attached is a photocopy of a letter that I have just received from P. A. Shoat Company advising that they have turned over to the bonding company -- The Fidelity & Casualty Company of New York -- their interest in State Highway Contract No. 4410. It is apparent that they wish to be declared in default. Will you please advise me what action the State Highway Commission should take in the matter?

H. B. Glaisyer, Secretary

HBG:jmc

Att.

NOTED ON CARD

54C

Portland, Oregon
January 17, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Re: P. A. Shoat Company
State Highway Contract #4410

Gentlemen:

Please be advised that P. A. Shoat Company, the contractor on Oregon State Highway Contract #4410, has turned this contract over for completion to the bonding company, The Fidelity & Casualty Company of New York.

Very truly yours,

P. A. SHOAT COMPANY

BY: PAShoat
P. A. Shoat
President

PAS:jf

CC: Mr. Williams
Assistant Highway Engineer
Salem, Oregon

RECEIVED
JAN 18 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

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1092

4410

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1956

SUBJECT: U. S. Tax Levy against money withheld on Contract No. 4410, P. A. Shoat Co., Contractor.

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Pursuant to your request to Mr. Enfield, I have sent a letter to the Internal Revenue Service advising them that we believe the money withheld on Contract No. 4410 should be paid to the surety company rather than to the government on its tax levy. A copy of this letter is attached.

I am also returning your file on this matter.

John C. McLean
JOHN C. McLEAN
Assistant Attorney

JCM:bb

Encl.

cc: Mr. H. B. Glaisyer

RECEIVED
FEB 9 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Internal Revenue Service
February 2, 1956
Page 2

If you disagree with our position as above stated, we would appreciate being informed of your reasoning--the Highway Commission will be, after all, but a disinterested stakeholder as between the surety and the government. On the other hand, if you are in accord with our views, we would like to have the "Notice of Levy" withdrawn or released and be informed that it is of no force or effect.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By
JOHN C. McLEAN
Assistant Attorney

[illegible]

RECEIVED
LEGAL DEPT.

REFERRED TO:
Enfield
BY DEPUTY STATE HIGHWAY ENGINEER

For such action
as necessary.
W.C.W.

JOHN M. COKE
ATTORNEY AT LAW
1012-1016 YEON BUILDING
PORTLAND 4, OREGON
CAPITOL 8-0838

January 17, 1956

PLEASE RETURN TO
W. C. WILLIAMS

[illegible]
W. C. WILLIAMS

ission
State Highway Building
Salem, Oregon

Attention: W. C. Williams
Deputy State Highway Engineer

Re: State Highway Contracts #4410 and #4489 - P. A. Shoat Company

Gentlemen:

Under date of December 14, 1955, in behalf of my client The Fidelity and Casualty Company of New York, the bonding company, on State Highway Contract #4410, the contractor being P. A. Shoat Company, I advised you that it was our information that the P. A. Shoat Company would be unable to finish Contract #4410 and suggested that a formal default be declared. Your reply to this letter dated January 11, 1956, states that our request for a default would be denied as a "default is not consistent with your principal's known status of the State Highway Commission".

Today we had a conference with Mr. P. A. Shoat of P. A. Shoat Company, and as a result he has executed in behalf of P. A. Shoat Company the enclosed copy of a letter to yourself dated January 17, 1956, formally advising that the P. A. Shoat Company has turned Contract #4410 over for completion to the bonding company, The Fidelity and Casualty Company of New York.

We trust that in view of this official notice to you from the contractor you will be in a position to officially declare the P. A. Shoat Company in default so that we can proceed without delay of the subletting of the completion. We, of course, will confer with you so that the contractor chosen to complete will be satisfactory to the Commission.

Very truly yours,

John M. Coke
JOHN M. COKE

JMC:jf
Enc. 1

RECEIVED
JAN 18 1956
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon
January 17, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: H. B. Glaisyer,
Secretary

Re: P. A. Shoat Company
State Highway Contract #4410

Gentlemen:

Please be advised that P. A. Shoat Company, the contractor on Oregon State Highway Contract #4410, has turned this contract over for completion to the bonding company, The Fidelity & Casualty Company of New York.

Very truly yours,

P. A. SHOAT COMPANY

BY: P A Shoat
P. A. Shoat
President

PAS:jf

CC: Mr. Williams
Assistant Highway Engineer
Salem, Oregon

Portland, Oregon
January 17, 1956

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: W. C. Williams
Deputy

Re: Oregon State Highway
Contract #4410
P. A. Shoat Company

Gentlemen:

Please be advised that Roy Sawyer d.b.a. Yaquina Head Quarries has today received full payment from the bonding company, The Fidelity & Casualty Company of New York, for all rock and materials delivered on the job site.

You are further advised that we hereby release the title and ownership of the rock to the bonding company.

Yours very truly,

YAQUINA HEAD QUARRIES

BY: Roy Sawyer
Roy Sawyer

RS:mjf

RECEIVED
JAN 27 1956
FOR FILING
FORM 530—50M—4-54—74386

24-10[illegible]

4-110

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

January 24, 1956

SUBJECT: Inspection of Idanha Oiling Project

To: ~~I. A. DeFrance~~
~~Office~~

RECEIVED
JAN 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

L

At your suggestion I made an inspection of the Idanha oiling project completed in September, 1955, (Unit D, Division 2 Oiling Project.) The following are my observations:

Considerable surface areas are completely bare of rock cover. It is my understanding that this condition existed, in places of continuous shade, before the job was finished. In some areas there was sufficient loss of cover that a second 0-30 lift was placed. It can be reasonably assumed that the cover aggregate was lost the second time because of the same existing conditions. These bare places, especially where two spreads of oil were made, should be very troublesome from the standpoint of bleeding next summer. At present no bleeding has occurred but small flakes of asphalt have been abraded from the surface. These particles can be carried by water and dirt, and be thrown by tire action onto vehicles using the roadway. On warming they adhere as very small droplets of asphalt.

Because of the properties of a portion of the aggregate used, a slight degree of emulsification can be taking place. This would cause an oil film to form on vehicles during rainy weather.

Some of the rock has a stripping characteristic but I do not believe it to be of any consequence since little cover has been lost where proper curing of the oil mat occurred. The exception being in some wheel tracks where the loss can be attributed to heavy and high speed traffic before the mat was completely set.

On checking with the State Inspector I was informed that the aggregate used was reasonably clean. However, on checking the presently stockpiled material I find that it is extremely dirty. It is my belief that it can not be used as oiling aggregate on subsequent work and obtain a satisfactory job.

Laboratory tests of the quarry rock indicate good hardness, very little plasticity but a stripping tendency.

G. W. Harra
G. W. HARRA

NOTED
G. S. PAXSON

cc: G. S. Paxson

RECEIVED
JAN 19 1956
FOR FILING

4410

January 18, 1956

Mr. H. L. Ashby
Shell Distributor
Box 385
Stayton, Oregon

Dear Sir:

This is to acknowledge your letter of January 12 concerning a claim you have against P. A. Shoat Company on Contract No. 4410 in the sum of $24.09. This contract is for oiling roads in Division II in Marion, Lincoln, Tillamook and Polk Counties. The contract has not yet been completed.

The Fidelity & Casualty Co. of New York, U. S. National Bank Building, Portland 4, furnished the Performance Bond for this contract, which bond is given to assure completion of the work and payment of all bills incurred in the contract. The State does not make payments directly to claimants but we will advise the contractor and the surety that your claim has been received.

If you feel that it is necessary to protect your claim for a period longer than six months following completion of the contract and acceptance by the Highway Commission, it is suggested that you file the claim with the Secretary of State. We have attached excerpts from Oregon Laws outlining the procedure necessary for such filing. In the meantime, the claim will be noted in our records and we will advise the surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

RECEIVED
JAN [illegible] 1956
FOR FILING

Stayton, Oregon
January 12, 1956

Oregon State Highway Dep't.
Salem, Oregon

Gentlemen:

I would like to file a claim against P. A. Shoat & Co. for merchandise delivered to him at Idanha, Oregon.

The following deliveries were made to Shoat on his oiling job at Idanha, State Contract #4410:

8/23/55	101	gallons Diesel Oil	$15.45
8/24/55	53	" " "	8.64
			$24.09

Will you please tell me the necessary steps to take to effect collection of this account.

Sincerely,

H. L. Ashby

H. L. Ashby,
Shell Distributor
Box 385
Stayton, Oregon

HLA/FDA

REFERRED TO
BY SECRETARY

RECEIVED
JAN 13 1956
STATE HIGHWAY COMMISSION

NOTED ON CARD
gf

RECEIVED
JAN 19 1956
FOR FILING

24-[illegible]
4410

January 18, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

A claim has been filed in this office by Mr. H. L. Ashby, Shell Distributor, Box 385, Stayton, against P. A. Shoat Company in the sum of $24.09 for diesel oil furnished in August, 1955, on State Highway Contract No. 4410. This contract is for oiling on several state highways in Marion, Lincoln, Tillamook, and Polk Counties.

We furnish this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carvell R. Young

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland, Oregon

NOTED ON CARD
gl

C O P Y

Stayton, Oregon
January 12, 1956

Oregon State Highway Dep't.
Salem, Oregon

Gentlemen:

I would like to file a claim against P. A. Shoot & Co. for merchandise delivered to him at Idanha, Oregon.

The following deliveries were made to Shoot on his oiling job at Idanha, State Contract No. 4410:

8/23/55	101	gallons Diesel Oil	$15.45
8/24/55	53	" " "	8.64
			$24.09

Will you please tell me the necessary steps to take to effect collection of this account.

Sincerely,

/s/ H. L. Ashby

H. L. Ashby,
Shell Distributor
Box 385
Stayton, Oregon

EIVED
N 19 1956
FILING

24-1092

4410

Salem, Oregon
January 17, 1956

note on cards

Mr. C. W. Enfield
Chief Counsel
Salem, Oregon

Attached is a copy of a "Notice of Levy" filed with this office by the U. S. Internal Revenue Service, at 3:00 p.m., January 16, 1956. The levy is in the sum of $9,325.40 against P. A. Shoat Company.

The P. A. Shoat Company performed work for the State Highway Commission under Contracts 4410 and 4489.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosure

cc Mr. C. H. Maison

Form 668-A
REV. JAN. 1955

U. S. TREASURY DEPARTMENT - INTERNAL REVENUE SERVICE

NOTICE OF LEVY

To: (Name of person holding property, moneys, etc., belonging to taxpayer)

State Highway Commission -

You are hereby notified that there is now due, owing, and unpaid from

NAME AND ADDRESS OF TAXPAYER

P.A. SHOAT dba - P A Shoat Co - 3325 S E 14th Ave - Portland, Oregon

to the United States of America the sum of

Nine Thousand three hundred twenty five and 40/100 - - - - - Dollars $ 9,325.40

for Internal Revenue taxes, to wit:

PERIOD AND TYPE OF TAX	DATE OF ASSESSMENT	ACCOUNT NO.	UNPAID BALANCE	STATUTORY ADDITIONS	TOTAL
			$	$	$
June 1955 Wage & Excise	8/15/55	WE 8-6125-55	2853.56	82.13	2935.49
Sep 1955 Wage & Excise	11/8/55	WE 11-5026-55	6311.24	78.67	6389.91
				TOTAL AMOUNT DUE	$ 9,325.40

You are further notified that demand has been made upon the taxpayer for the amount set forth herein, and that such amount is still due, owing, and unpaid from this taxpayer, and that the lien provided for by Section 6321, Internal Revenue Code of 1954, now exists upon all property or rights to property belonging to the aforesaid taxpayer. Accordingly, you are further notified that all property, rights to property, moneys, credits, and bank deposits now in your possession and belonging to this taxpayer (or with respect to which you are obligated) and all sums of money or other obligations owing from you to this taxpayer are hereby levied upon and seized for satisfaction of the aforesaid tax, together with all additions provided by law, and demand is hereby made upon you for the amount necessary to satisfy the liability set forth herein, or for such lesser sum as you may be indebted to him, to be applied as a payment on his tax liability.

Dated at Portland, Oregon this 6 day of January 1956

DISTRICT DIRECTOR OF INTERNAL REVENUE	BY (Signature)	TITLE
R. C. Granquist R.C. GRANQUIST	George A Floyd	Collection Officer

CERTIFICATE OF SERVICE

I hereby certify that this levy was served by handing a copy of this notice of levy to

NAME AND TITLE

on ______________, 195__ at _____ a.m. p.m.

COLLECTION OFFICER (Signature)

Receipt Acknowledged:

3 PM Jan 16. 1956 [illegible] Mr. [illegible] of Revenue Service

Lloyd Query

VED
1956
LING

4410

B

January 17, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the State Industrial Accident Commission for unpaid contributions in the sum of $2,323.38. The claim is against F. A. Shoat Company in connection with his operations on Contract No. 4410 for oiling in Division II, and on Contract No. 4489 for paving Clackamas Boulevard in the city of Gladstone.

We provide this information as your company appears as surety on the Performance Bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Fallett, Fisher & Carle, Inc.
U. S. National Bank Building
Portland 4, Oregon

F. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

NOTED ON CARD
jf

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Jan. 9, 1956

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed a notice of claim by State Industrial Accident Commission for contributions in the sum of $2323.38, against the bond taken from P. A. Short Company, principal, and Fidelity & Casualty Company of New York, surety, on Highway contract #4489, our file No. 3539.

also
Contract 4410

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C. Stephens
Clerk
Records Division

NF:M
Enc.
P. S. Also Highway Contract No. 4410.

RECEIVED
JAN 11 1956
OREGON
STATE HIGHWAY COMMISSION

STRIAL ACCIDENT COMMISSION
SALEM, OREGON

FORM [illegible]

COPY

H. E. Osborn

January 5, 1956

Re: Firm No. [illegible]
P. A. [illegible] Company
[illegible] S. E. [illegible] Ave.
Portland, Oregon

Oregon State Highway Commission
Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $[illegible], based on an audit of payroll records through December 3, 1955, against the bond taken from P. A. [illegible] Company and surety, Fidelity & Casualty Company of New York, for work on highway contract #[illegible], Gladstone (Clackamas Blvd.), city street section, and highway contract #[illegible], Division [illegible], oiling project, Marion, Lincoln and Polk Counties.

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
Assistant Commissioner

[illegible]

CC - Secretary of State ✓
Capitol Building
Salem, Oregon

Fidelity & Casualty Company of New York
[illegible], Inc.
U. S. National Bank Bldg.
Portland, Oregon

File No. 3539

FILED
JAN 9 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
JAN 6 1956
EARL T. NEWBRY

1

RECEIVED
JAN 19 1956
FOR FILING

[illegible]
4410

January 17, 1956

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Thank you for your letter of January 9 which had attached to it three copies of a claim filed with your office by the State Industrial Accident Commission against P. A. Shoat on Contracts 4410 and 4489. This claim is in the sum of $2323.38 and bears your file No. 3539.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
PUBLIC SERVICE BUILDING
SALEM, OREGON

ATTENTION: H. E. Osborn

January 5, 1956

Re: Firm No. 211885
P. A. Shoat Company
3325 S. E. 14th Ave.
Portland, Oregon

Oregon State Highway Commission
Highway Building
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, the State Industrial Accident Commission, has a claim for contributions in the sum of $2323.38, based on an audit of payroll records through December 3, 1955, against the bond taken from P. A. Shoat Company and surety, Fidelity & Casualty Company of New York, for work on highway contract #4489, Gladstone (Clackamas Blvd.), city street section, and highway contract #4410, Division 2, oiling project, Marion, Lincoln and Polk Counties.

STATE INDUSTRIAL ACCIDENT COMMISSION

H. E. Osborn
H. E. Osborn
Assistant Commissioner

JSF:vw

CC - Secretary of State
Capitol Building
Salem, Oregon

Fidelity & Casualty Company of New York
Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland, Oregon

RECEIVED
JAN 6 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
JAN 18 1956
FOR FILING

[illegible]
4410

January 17, 1956

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

A Notice of Levy was filed with this office at 3:00 p.m. on January 16, 1956 by the U. S. Internal Revenue Service. The levy is in the sum of $9,325.40 for unpaid wages and excise amounts owed to the United States Government by P. A. Shoat Company.

The P. A. Shoat Company was awarded two contracts by the State Highway Commission. Contract No. 4410 was for oiling in Division II, and Contract No. 4489 was for paving Clackamas Boulevard in the city of Gladstone. The levy may pertain to these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Pallett, Fisher & Carle, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

RECEIVED
JAN 12 1956
FOR FILING

[illegible]
4410

C
O
P
Y

January 11, 1956

Mr. John M. Coke
Attorney at Law
Yeon Building
Portland 4, Oregon

Re: Contracts 4410 and 4489

Dear Mr. Coke:

Your request that the P. A. Shoat Company be declared officially in default is not consistent with your principal's known status with the State Highway Commission.

P. A. Shoat Company was late in performing their work on Contract 4410 due to the fact that the season had so far progressed that proper seasoning of surfacing could not be had and work sould not be done until the construction season next spring.

You are, of course, conversant with the status of your principal, and whether he will or will not continue is probably within your knowledge. In the event that P. A. Shoat Company does not perform as per contract requirements on the opening of construction season next spring, they may then be officially declared in default.

In the event that you, or a representative of yours, wishes to discuss the Contract 4410, your having received an assignment of rights and assumed duties of P. A. Shoat, we are available for a conference at any mutually acceptable time.

Regarding Contract 4489, the work has been completed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
W. C. Williams
Deputy State Highway Engineer

JBD/dm/mlk

JOHN M. COKE

Attorney at Law
1012-1015 Yeon Building

Portland 4, Oregon
Capitol 8-0838

COPY

December 14, 1955

W. C. Williams
Deputy State Engineer
Oregon State Highway Department
Salem, Oregon

Re: Contract #4410 - #4489

Dear Mr. Williams:

I acknowledge receipt of your letter of December 7th regarding contract #4410 in which the contractor P. A. Shaot Company was bonded by my client, The Fidelity & Casualty Company of New York. Shoat got into financial difficulties about the First of September and since that time, we have paid out substantial sums in settlement of claims of various creditors against this job and on Contract #4489.

Actually in regard to Contract #4489, we made substantial advances to Shoat and kept him on the job until it was finished about October 17th.

Shoat in addition to the two State jobs had eight Multnomah County jobs, which we also bonded. Apparently the P. A. Shoat Company since it began operations April of this year did not pay any of the rental or material bills on any of the jobs. Mr. Shoat himself, as far as we know, skipped the country about a month ago and based upon information we have been able to obtain does not intend to return. In the meantime all of his equipment has been repossessed. As a matter of fact, prior to his leaving, he did talk with us and definitely advised us that he would not be able to complete Contract #4410 and tendered the completion of the job to us, the bonding company.

In view of these circumstances, we would like to have P. A. Shoat Company officially declared in default in order that my client, the bonding company The Fidelity & Casualty Company of New York, will be free to enter into a contract for completion. It is possible that we would also like to have the P. A. Shoat Company declared in default on Contract #4489 in the event that there remains any further work to complete. We have not actually been advised that this contract has been accepted.

Shoat's bookkeeping is in a very confused state, and we are having a good deal of trouble in getting a true picture of the various unpaid creditors. For instance in regard to the claim for rock from a Mr. Sawyer at Newport and a Mr. Burch at Buell, Mr. Shoat has definitely advised us that these claims were paid, and it now turns out that this is untrue. We are, of course, now handicapped since our principal, Mr. Shoat, is no longer available.

We would like to obtain your views as to the method regarding the completion of Contract #4410. We will be glad to discuss this with you at your office in Salem if you will get in touch with us.

Very truly yours,

JOHN M. COKE

JMC:jf

RECEIVED
JAN 24 1956
FOR FILING

[illegible]
4410

EARL T. NEWBRY
Secretary of State
Jan. 9, 1956

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed a notice of claim by State Industrial Accident Commission for contributions in the sum of $2323.38, against the bond taken from P. A. Shoat Company, principal, and Fidelity & Casualty Company of New York, surety, on Highway contract #4489, our file No. 3539.

ALSO
4410

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By

Clerk
Records Division

NF:,
Enc.

P. S. Also Highway Contract No. 4410

RECEIVED
JAN 3 '56
FOR FILING

File

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT
America Fore
INSURANCE GROUP

24-1092
4410

December 30, 1955

Oregon State Highway Dept.,
Salem, Oregon.

Att. Mr. H.B. Glaisyer, Secretary

Gentlemen:

NOTED
FLOYD QUERY

P. A. Shoat Company
State of Oregon
Contract No. 4410
Claim 131-S-1123

We have for acknowledgment your letter of December 14th, 1955 with enclosed copy of claim letter of Errol W. Ross Oil Company. This matter is having our attention.

Very truly yours,

F. F. McIntosh
F. F. McIntosh, Examiner
Surety Claims Division.

FFMcI:MAB

Copy to Mr. H. S. Hargreaves,
Portland, Oregon Claims Dept.

Copy to John M. Coke, Esq.,
1012-1015 Yeon Bldg.,
Portland, Oregon.

RECEIVED
JAN 3 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 15 1955
FOR FILING

24-1972.
4410

Fuws

December 14, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Errol W. Ross Oil Co. against P. A. Shoat Company on Contract No. 4410 for oiling various highways in Marion, Lincoln, Tillamook and Polk Counties. The amount of this claim is $721.50.

This information is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Shoat Co.
3325 S. W. 14th Ave.
Portland, Oregon

NOTED ON CARD

December 10, 19[illegible]

Secretary of State
Salem, Oregon,

Gentlemen:

In compliance with Oregon Laws covering the filing of claims against public contracts.

"To State of Oregon"
Notice is hereby is given that the undersigned
Errol V. Ross Oil Co. Silverton, Oregon. has a claim for
Petroleum products in the sum of Seven hundred twenty one
dollars and fifty cents. Against the bond taken from
Fidelity and Casualty Company of New York, [illegible], Fisher
and Clarke, Inc., Agent, U. S. National Bank Building
Portland 4, Oregon. For the work of, State Highway Contract
No. [illegible], awarded to [illegible] Company, for [illegible] work
in Division No. 2, including certain [illegible] work on the [illegible]
Falls State Secondary Highway.

Errol V. Ross Oil Co.

By

P.S.
Mr. John A. [illegible] is Attorney in fact for the bonding Co.
and has been handling claims. His address is
[illegible] Building, Portland, Oregon.

Copy
E.E. [illegible]

RECEIVED
DEC 15 1955
FOR FILING

24-[illegible]
4410

[illegible]

December 14, 1955

[illegible] Earl T. Newbry
[illegible]tary of State
[illegible], Oregon

[illegible] Mr. Geo. C. Stephens

[illegible] Thank you for your letter of December 13 which [illegible]attached to it three copies of a claim filed with [illegible] office by Errol W. Ross Oil Co. against P. A. Short [illegible] on Contract No. 4410, your file No. 3535, in the [illegible] $721.50.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

1859

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Dec. 13, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim by Errol W. Ross Oil Co., for petroleum products in the sum of $721.50, against the bond taken from Fidelity and Casualty Company of New York, Surety, and P. A. Shoat Company, Principal, for oiling work on the Silver Falls State Secondary Highway, State Highway Contract No. 4410, our file No. 3535.

We are enclosing three copies for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

NF:M
Enc.

RECEIVED
DEC 14 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible]

RECEIVED
DEC 30 1955
FOR FILING

FORM 230—30M—2-55—62906

[illegible]

4410

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1955

SUBJECT: Division II Oiling Project
Contract No. 4410

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

[illegible]
W. C. WILLIAMS

Herewith copy of a letter from John H. Coke, Attorney for the Fidelity and Casualty Company of New York. They are the bonding company on the subject-named contract.

Mr. Walker has prepared a reply to the bonding company for your signature. Everything appears to be in order.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

RECEIVED
DEC 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E30—50M—2-55—62500

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1955

SUBJECT: Division 2 Oiling Project
Contract No. 4410

To:

Mr. Forrest Cooper
Construction Engineer
Office

Herewith copies of a letter from John H. Coke, Attorney for the Fidelity and Casualty Company of New York, the bonding company on Contract No. 4410, P. A. Shoat Company.

P. A. Shoat has assigned all estimates to the bonding company, who presumably will have to complete the contract, which involves oiling various sections in Division 2.

I have prepared a letter for Mr. Williams' signature in reply to Coke's letter and attach same for your consideration and further action.

J. D. Walker
Division Engineer

JDW:AM

RECEIVED
DEC 12 1955
OFFICE OF
CONSTRUCTION ENGINEER

December 8, 1955

Mr. John H. Coke, Attorney at Law
Fidelity & Casualty Company of New York
1012-1015 Yeon Building
Portland 4, Oregon

Dear Sir:

I have your letter which was addressed to Resident Engineer Kenneth Boardman at Newport and which concerns Contract No. 4410, involving application of an oil mat surface treatment to various state highways, the contract being awarded to [illegible] A. Short Company.

We are also informed that Short has made an assignment of all earned estimates to the Fidelity & Casualty Company of New York and that it will be necessary for the bonding company to arrange for completion of the contract.

In the matter of payment for materials on hand, which in this case involves mineral aggregates produced by local commercial plants and piled on State property, I would inform you that on Estimate No. 2 the following allowances were made at a price which our cost analysis advise is equitable and which reserves sufficient portions of the bid price for aggregate in place to insure incorporation of the material in the finished oil surface. The quantities allowed and prices are as follows:

Produced by Sawyer at Agate Beach and piled on the Newport-Toledo Section, Unit A - 1,220 cubic yards at $1.85 = $2,257.00.

Produced by Burch at Beall and piled on the Salmon River Highway, Unit C - 1,480 cubic yards at $2.57 = $3,803.60.

These represent approximately all materials hauled to the projects remaining to be completed and the price allowances are the maximum that can be considered until the aggregate is actually placed in the final surface.

The status of the project is as follows:

Units B and D have been completed and allowances for these made on Estimate No. 2.

Mr. John M. Coke
December 6, 1955
Page 2

No work has been accomplished on Units A, C and E, with the exception of the credit given for the materials on hand herein noted.

I am presuming that you have a copy of the contract and are familiar with the various Units described therein and that you also have a copy of the monthly estimates. If this is not the case, copies will be furnished you upon request.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JCW: am

cc Mr. Probert
Mr. Enfield
Mr. Cooper
Mr. Walker
Mr. Watkins

C
O
P
Y

November 29, 1955

Ken Boardman
Resident Engineer
State Highway Department
Newport, Oregon

Re: P. A. Shoat Company
Contract #4410

Dear Mr. Boardman:

I am the attorney for the Fidelity and Casualty Company of New York, which issued the bond on State Highway Contract #4410 on the contractor P. A. Shoat Company. In the early part of September P. A. Shoat Company made an assignment of all earned estimates on Contract #4410 to the bonding company. This assignment is on record with the State Highway Department at Salem.

Roy Sawyer, who operates the Yaquina Head Quarries, was in the office today discussing a claim he has for rock which he states was delivered on the job site. The amount of his claim is $4,506.50. Mr. Shoat, the contractor, is presently out of the State and will not return until about January 1, 1956. We have carried on negotiations with Mr. Shoat for the past several months regarding unpaid bills against his various jobs; however, he never mentioned this particular claim of Mr. Sawyer. My purpose in writing you is to find out if possible the background of this situation.

I would like to verify with you the amount of rock actually on the job. I would also like information as to the necessary steps to be taken in order that the State will allow payment for this rock in accordance with the unit price. A Mr. Janeway, bookkeeper for Mr. Shoat, has informed me that it is necessary for Mr. Shoat or Mr. Sawyer or both to file with the Highway Department an invoice before payment can be made.

It would now appear that due to Mr. Shoat's financial condition, he will be unable to complete this job and that it will be necessary for us to subcontract the completion. I would appreciate if you could also give me a general picture as to the status of the job.

Thanking you for your cooperation,

Very truly yours,

/S/ John M. Coke
JOHN M. COKE

JMC:jf

FORM E-123 80M REVISED 3-

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
DEC 28 1955
FOR FILING

24-10921

4410

December 8, 1955

Mr. John M. Coke, Attorney at Law
Fidelity & Casualty Company of New York
1012-1015 Yeon Building
Portland 4, Oregon

Dear Sir:

I have your letter which was addressed to Resident Engineer Kenneth Boardman at Newport and which concerns Contract No. 4410, involving application of an oil mat surface treatment to various state highways, the contract being awarded to P. A. Shoat Company.

We are also informed that Shoat has made an assignment of all earned estimates to the Fidelity & Casualty Company of New York and that it will be necessary for the bonding company to arrange for completion of the contract.

In the matter of payment for materials on hand, which in this case involves mineral aggregates produced by local commercial plants and piled on State property, I would inform you that on Estimate No. 2 the following allowances were made at a price which our cost analysts advise is equitable and which reserves sufficient portions of the bid price for aggregate in place to insure incorporation of the material in the finished oil surface. The quantities allowed and prices are as follows:

Produced by Sawyer at Agate Beach and piled on the Newport-Toledo Section, Unit A - 1,220 cubic yards at $1.85 - $2,257.00.

Produced by Burch at Buell and piled on the Salmon River Highway, Unit C - 1,480 cubic yards at $2.57 - $3,803.60.

These represent approximately all materials hauled to the projects remaining to be completed and the price allowances are the maximum that can be considered until the aggregate is actually placed in the final surface.

The status of the project is as follows:

Units B and D have been completed and allowances for these made on Estimate No. 2.

[illegible] exception of [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

RECEIVED
DEC 13 1955
FOR FILING

[illegible]
4410

December 8, 1955

Mr. E. W. Ross
Shell Company
P. O. Box 65
Silverton, Oregon

Dear Mr. Ross:

Pursuant to our telephone conversation of a few moments ago, I enclose for your information excerpts from the Oregon Laws covering the filing of claims against public contracts.

The contract to which you refer is State Highway Contract No. 4410, awarded to P. A. Shoat Company, for oiling work in Division No. 2, including certain oiling work on the Silver Creek Falls State Secondary Highway. The bond furnished by the contractor in connection with this project was written by the Fidelity and Casualty Company of New York, Pallett, Fisher and Carlo, Inc., Agent, U. S. National Bank Building, Portland 4, Oregon. Mr. John M. Coke is Attorney in Fact for the bonding company and has been handling details in connection with the payment of claims that have been filed against the job. His address is Yeon Building, Portland, Oregon.

It is my understanding that the Shell Company has a claim of $721.50 against this contract. We are making note of it in our records but will appreciate a copy of the notice that you file with the Secretary of State.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

REFERRED TO Mrs Lewis
BY SECRETARY
note on card

NOTED ON CARD

[illegible] shelf 6.

E. W. [illegible]

[illegible]

Wheaton

#4410

#721.50 [illegible]

[illegible] 6

[illegible]

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DEC 2 1955
FOR FILING

2-12
4410

8

THE FIDELITY AND CASUALTY CO. OF NEW YORK
New York, New York

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Y

11 28 55

Oregon State Highway Dept.
Salem, Oregon

Att. Mr. H. B. Glaisyer, Secretary

Gentlemen:

P. A. Shoat Company
State of Oregon
131-S-1123
131-S01124
Contract Nos. 4410, 4489

We have for acknowledgment your letter of November 17th, 1955 with enclosed notice of claim on behalf of the State Unemployment Compensation Commission in the amount of $1,133.85 against P. A. Shoat Company.

Please be advised that this matter has been referred to the attention of H. S. Hargreaves, U. S. National Bank Bldg., Portland, Oregon.

Very truly yours,

/s/ F. F. McIntosh

F. F. McIntosh
Surety Claims Division

FFMcI:MAB

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

Copy to John M. Coke, Esq.,
1012-1015 Yeon Bldg.,
Portland, Oregon

RECEIVED
NOV 2[illegible] 1955
FOR FILING

24-1092
4410

File

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT   J. VICTOR HERD, EXECUTIVE VICE PRESIDENT
America Fore INSURANCE GROUP

November 23, 1955

Oregon State Highway Department
Salem, Oregon

Att. Mr. H. B. Glaiyser, Secretary

Gentlemen:

P. A. Shoat Company
State of Oregon
131-S-1123
Contract No. 4410

We have for acknowledgment your November 9th, 1955 letter concerning the release by Shell Oil Company of their claims against this bond.

Please be advised that this matter is having our continued attention.

Very truly yours,

F. F. McIntosh
F. F. McIntosh, Examiner
Surety Claims Division

FFMcI:MAB

Copy to Mr. H. S. Hargreaves, Claims Manager
Portland, Oregon Claims Dept.

Copy to John M. Coke, Esq.,
1012 -1015 Yeon Bldg.,
Portland 4, Oregbn

REFERRED TO
[illegible]

RECEIVED
NOV 28 1955
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

EIVED
NOV 10 1955
FILING

4410

b

November 9, 1955

The Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

A letter has been received from the Shell Oil Company in which they state that their claims against P. A. Shoat Company in the sum of $13,014.05 against Contract No. 4410, and $777.77 against Contract No. 4489, have been paid by the bonding company, and that they release their claims against the contracts.

We provide this information as your Company appears as Surety on the Performance Bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

P. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

EIVED
NOV 15 1955
FOR FILING

211-192
4410

Mrs Lewis

November 9, 1955

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. R. H. Forbes
Division Credit Manager

Gentlemen:

Thank you for your letter of November 3 in which you advise us that your claims against P. A. Shoat Company in the amount of $13,014.05 against Contract No. 4410, and $997.77 against Contract No. 4489 have been paid by the bonding company, and that your claims may be released. We will advise the contractor and the bonding company that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
F

SHELL OIL COMPANY
1220 S. W. MORRISON STREET
PORTLAND 5, OREGON

TELEPHONE ~~[illegible]~~ CAPITOL 8-7321

November 3, 1955

Re: P. A. Shoat Contractor
3325 S. E. 14th Avenue
Portland, Oregon

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen:

This will refer to our letter dated September 22, 1955 by which we informed you that P. A. Shoat Contractor was indebted to us for $13,014.05 for petroleum products purchased in connection with Oregon State Highway project No. 4410 and for $997.77 for purchases in connection with state project No. 4489.

This is to advise you that payments clearing these amounts have been received from the bonding company, and we, therefore, release the claims that were established by us by reason of our previous notification to you.

Yours very truly,

R H Forbes
R. H. Forbes
Division Credit Manager

RHF:ST

REFERRED TO [illegible]
BY SECRETARY

[illegible]

RECEIVED
NOV 4 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 4 1955
FOR FILING

34-1092
4410

Lewis

September 29, 1955

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

A letter has been received from Shell Oil Company, 1220 S. W. Morrison Street, Portland 5, advising us that F. A. Sheat Company owes them the sum of $13,014.05 for petroleum products furnished on Contract No. 4410, and in addition the sum of $997.77 for petroleum products furnished on Contract No. 4489. Contract No. 4410 is for oiling several highways in Marion, Lincoln, Tillamook and Polk Counties, and Contract No. 4489 is for paving Clackamas Boulevard in the city of Gladstone.

This information is provided as your Company appears as Surety on these two contracts.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

F. A. Sheat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
OCT 4 1955
FOR FILING

4410

September 29, 1955

Shell Oil Company
1220 S. W. Morrison Street
Portland 5, Oregon

Attention: Mr. R. H. Forbes
Division Credit Manager

Gentlemen:

We have your letter of September 22, advising that P. A. Shoat Company owes you $13,014.05 on Contract No. 4410, and $997.77 on Contract No. 4489. Inasmuch as the bonding company has requested that amounts earned under these contracts be assigned to them, we are treating your letter as a regular claim against the contracts.

Contract No. 4410 is for oiling several highways in Division 2 in Marion, Lincoln, Tillamook and Polk Counties, and is not yet completed. Contract No. 4489 is for paving Clackamas Boulevard in the city of Gladstone and has not been reported to us as being completed.

The Fidelity & Casualty Company of New York, through Pallett, Fisher & Carlo, Inc., U. S. National Bank Building, Portland 4, furnished the Performance Bonds for both of these contracts.

Should you feel that it is necessary to protect your claim against the bonds for a period longer than six months following completion of the contracts and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for making this filing. In the meantime your claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

NOTED ON CARD

RECEIVED
NOV 21 1955
FOR FILING

34-1172
4410

Lewis B

November 17, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by the State Unemployment Compensation Commission against F. A. Shoat Company. The claim is in the sum of $1,133.85 plus interest for unpaid contributions in the first and third quarters of 1955, and pertains to our Contract No. 4410 for oiling in Division II, and Contract No. 4489 for paving in the city of Gladstone.

This information is provided as your Company appears as Surety on the Performance Bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll B. Young

F. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Pallett, Fisher & Carle, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 21 1955
FOR FILING

54-1092
4410

Files

Lewis

November 17, 1955

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens
Records Division

Dear Sir:

Thank you for your letter of November 16 to which was attached three copies of a claim filed with your office against P. A. Shoat Company in the sum of $1,133.85 for contributions due. This notice of claim is against State Highway Contracts 4410 and 4489, and bears your file No. 3530.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
gf

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Nov. 16, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim by State Unemployment Compensation Commission in the sum of $1,126.24 for work on Contract Nos. [illegible] to [illegible], our file No. [illegible].

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo A Stephens
Clerk
Records Division

NP:
Inc.

RECEIVED
NOV 17 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
gl

STATE UNEMPLOYMENT COMPENSATION COMMISSION
OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE
SALEM, OREGON

FORM 32 25M 1-52

November 15, 1955

In reply refer to
RVB:63995

Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

Enclosed is Notice of Claim of the State Unemployment Compensation Commission.

Very truly yours,

Roland V. Brown
Assistant Attorney General

RVB:ja

Enclosure

cc—State Highway Commission ✓
Pallett, Fisher and Carlo

RECEIVED
NOV 16 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED T
[illegible]

COPY

NOTICE OF CLAIM

Notice is hereby given that the undersigned State Unemployment Compensation Commission has a claim for contributions due for the first and third quarters of 1955 in the sum of $1,133.85, together with interest on $1,126.24 at the rate of one-half of one percent per month, or fraction thereof from November 30, 1955 until paid, against the bond taken from P. A. Shoat Company dba Percy A. Shoat and Fay H. Collins, principals, and Fidelity and Casualty Company of New York for work done under the following described contracts for the Oregon State Highway Commission:

1. Contract No. 4410 Oiling Marion, Lincoln, Tillamook and Polk County Higways.
2. Contract No. 4489 Paving Clackamas Boulevard in Gladstone, Oregon.

The State Unemployment Compensation Commission further gives notice that no part of the aforesaid claim has been paid.

/s/ H. J. Anning
Acting Supervisor of Contributions

Subscribed and sworn to before me this 15 day of November, 1955.

/s/ H. J. Schimenek
Notary Public for Oregon
My Commission expires April 29, 1957

I hereby certify that this is a true and correct copy of the original.

Roland V. Brown
Attorney at Law.

RECEIVED
NOV 14 1955
FOR FILING

24 [illegible]
4410

THE FIDELITY AND CASUALTY COM Y OF NEW YORK

6

C
O
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Y

November 10, 1955

Oregon State Highway Department,
Salem, Oregon

Att. Mr. H. B. Glaisyer, Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
Contracts 4410 and 4489
Claim Nos. 131-S-1123 - 131-S - 1124

We hereby acknowledge receipt of your letter of November 1st, 1955 in which you inform us that the claims of George Cook have been paid in full.

Very truly yours,

F. F. McIntosh, Examiner
Surety Claims Division.

McI:MAB

Copy to Mr. H. S. Heargreaves, Claims Manager
Portland, Oregon Claims Dept.

RECEIVED
NOV 15 1955
FOR FILING

[illegible]
4410

Mrs Lewis

Salem, Oregon
November 8, 1955

Mr. C. H. Maison
Auditor

We have been advised by the Chief Counsel that any payments due P. A. Shoat Company on Contracts 4410 and 4489 should not be held up. Therefore, any warrants which you may have pertaining to these contracts should be released according to the terms of a previous assignment in favor of The Fidelity and Casualty Company of New York, in care of Mr. John M. Coke.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Salem, Oregon
Nov. 2, 1955

Notice of Garnishment
& Writ of Attachment
P. A. Shoat Company
Contracts 4410 and 4489

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Mr. Glaisyer:

Will you please advise if the Highway Department has any contracts with P. A. Shoat doing business as P. A. Shoat Company, other than Contracts Nos. 4410 and 4489.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

O. E. McADAMS, JR.
Assistant Attorney

OEMcA:FRC

Nov. 2, 1955

Contracts No. 4410 and 4489
P. A. Shoat Company

Mr. David Weinstein, Attorney
Portland Trust Building
Portland, Oregon

Re: Notice of Garnishment
& Writ of Attachment
No. 228377
J. H. Harris v. P. A.
Shoat and Aletha F.
Shoat
Circuit Court, Multnomah
County.

Dear Mr. Weinstein:

Confirming our telephone conversation of this date, please be advised that the Oregon State Highway Department has no money or funds on hand due the defendants P. A. Shoat and Aletha F. Shoat.

All funds which were due the defendant P. A. Shoat doing business as P. A. Shoat Company were assigned to the surety on the contracts, namely: Fidelity & Casualty Company of New York prior to service of the garnishment. It is our understanding that John M. Coke is the attorney for the said Company.

If we may be of any further service, please feel free to call upon us.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

Contracts No. 4410 and 4489
P. A. Shoat Company

O. F. McADAMS, JR.
Assistant Attorney

OFMcA:FRC

Salem, Oregon
Nov. 2, 1955

Garnishment of Funds Due
and Owing P. A. Shoat
Company
Contracts Nos. 4410 and 4489

Mr. C. H. Maison
Auditor
Office

Dear Mr. Maison:

Your letter of November 1, 1955, regarding the above referred to matter has been referred to the undersigned.

Please be advised that I have examined the attachment and the assignments of Contracts Nos. 4410 and 4489. The facts, as I understand them, indicate that the assignments made by the contractor P. A. Shoat Company to the surety on the contract, The Fidelity & Casualty Company of New York, were filed with the Highway Commission, and notice that such assignments would be honored were sent out several weeks prior to service of the Writ of Attachment and Notice of Garnishment.

Based upon the notice of claims against the contractor filed with the Secretary of State and the Commission, it seems apparent that there was valid cause for the assignment. It is therefore my opinion that inasmuch as the Highway Commission has only the above two contracts with the contractor and assignments have been made on both contracts, that the Highway Commission has no property, money, funds or credits due the contractor P. A. Shoat Company, and therefore, any payments which are due would be due to the Fidelity & Casualty Company of New York, the surety on the contracts, and that such payments should not be held up.

Yours very truly,

C. W. ENFIELD
Chief Counsel

OEMcA:FRC

By

O. E. McADAMS, JR.
Assistant Attorney

cc: Mr. H. B. Glaisyer

Nov. 2, 1955

Mr. Denver Young, Sheriff
Marion County
Salem, Oregon

Dear Sir:

Re: Notice of Garnishment
& Writ of Attachment
No. 228377
J. H. Harris v. F. A.
Shoat and Aletha F.
Shoat.

Receipt is acknowledged of the above captioned process, which was served upon the Highway Department on October 31, 1955.

Please be advised that the Highway Commission has no property, money, funds or credits due the defendants in this case, and we are herewith enclosing our Answer to Writ of Attachment showing this to be the situation.

Yours very truly,

H. B. GLAISYER
Secretary

FMC

cc- Mr. Fred H. Paulus, Deputy
State of Oregon Treasury Department

Hon. Robert Y. Thornton,
Attorney General

TMENT

REFERRED TO
Gerry
BY SECRETARY

prepare a note to Maison advising that it is satisfactory to release payments on these 2 jobs directly to the surety.

Have Mrs Lewis note on both cards that we are not holding funds back from the contractor because of prior assignment of the funds

HPS

cords and find that the
contracts to P. A.

an individual doing

rs,

TE HIGHWAY COMM.

FORM E-90 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1955

SUBJECT:

To: Mr C. W. Enfield

Attention: Mr. O. E. McAdams

Responding to your inquiry I have checked the records and find that the State Highway Commission has awarded only two contracts to P. A. Shoat Co., being Contracts Nos. 4410 and 4489.

These contracts were awarded to P. A. Shoat as an individual doing business as P. A. Shoat Co.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED
TO M^c Adams
FOR
R. E. MAY, JR.

Salem, Oregon
November 1, 1955

SUBJECT: P. A. Shoat Company
Contracts 4410 and 4489

To: R. L. May
Assistant Chief Counsel
Building

L

The attached Garnishment and Writ of Attachment No. 228377 for monies due the P. A. Shoat Company on the above mentioned contracts was forwarded to this office by Mr. Glaisyer on October 31, 1955.

Assignments covering both of these contracts were received on September 30, 1955, and are now on file in the office of the Secretary of State. The assignments were for amounts now due or which may hereafter become due the P. A. Shoat Company in connection with the State Highway Contracts #4410 and #4489.

We also have on file a power of attorney given by the contractor, to John M. Coke, Attorney at Law, 1012-1015 Yeon Building, Portland 4, Oregon. Payments for work performed under these contracts are being written in favor of the P. A. Shoat Company assigned to the Fidelity and Casualty Company of New York, c/o John M. Coke at the above address. The Fidelity and Casualty Company of New York is also surety on both contracts.

Will you kindly advise me if we should hold up any payments on these contracts in accordance with the attached Garnishment.

C. H. Maison

C. H. Maison
Auditor

CHM:cg

cc: J. G. Herr

FORM 230—50M—4-54—74886

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 1, 1955

SUBJECT:

To: C. W. Enfield
Chief Counsel
Building

Attention: Owen E. McAdams

As of this date, the P. A. Shoat Company has no contracts with the Oregon State Highway Department, except Contract Nos. 4410 and 4489.

C H Maison

C. H. Maison
Auditor

CHM:cg

State of Oregon
Treasury Department
Salem

SIG UNANDER
State Treasurer

November 1, 1955

Mr. Denver Young,
Sheriff of Marion County,
Marion County Courthouse,
Salem, Oregon.

Dear Sheriff Young:

COPY

As a return upon the garnishment based upon writ of attachment in the case of J. H. Harris, Plaintiff, vs. F. A. Shoat and Aletha F. Shoat, Defendants, in the Circuit Court of the State of Oregon for the county of Multnomah, we advise that on October 31, 1955, the date of service of the notice of the said garnishment upon the State Treasurer, and on the date of this return, the State Treasurer held no property money, debts, rights, dues or credits identifiable as due or belonging to the defendants, or either of them.

Yours very truly,

SIG UNANDER, State Treasurer,

By Fred H. Paulus, Deputy.

FHP:jg
cc: Honorable Robert Y. Thornton,
Attorney General.

State Highway Commission,
Legal Department.

Cook. 882.90 9/2/55

~~aim~~ Shell Oil Co. 13,014.05 9/22/55

Cont. 4489
Claim Geo Cook $120. 9/12/55
" Shell Oil Co. $997.77 9/22/55

Both Contracts.
Assign from Contractor to
surety. received 9/23/55
~~Assign~~ Letter advising
assign. will be honor 9/30/55

ORS 366.420

REFERRED
TO McAdams -
FOR
R. L. MAY, JR.

STATE HIGHWAY DEPARTMENT
R-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1955

SUBJECT:

RECEIVED
11.55
LEGAL DEPT.

a copy of garnishment and writ of attach-
arion County, served in this office at 9:00 a.m.
papers are in behalf of J. H. Harris, plain-
and Aletha F. Shoat, defendants.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosure

cc Mr. C. W. Enfield

EFERRED
TO McAdams
OR

[illegible]

Multnomah Circuit Ct. # 228377
J. H. Harris v. F. A. Shoat and Aletha F. Shoat.
served 10/31/56 Lien on Attachment

STATE HIGHWAY DEPARTMENT
-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1955

SUBJECT:

ECEIVED

a copy of garnishment and writ of attach-
rion County, served in this office at 9:00 a.m.
apers are in behalf of J. H. Harris, plain-
and Aletha F. Shoat, defendants.

OREGON STATE HIGHWAY COMMISSION

H B Scanning

Secretary

FAQ:fp

Enclosure

cc Mr. C. W. Enfield

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Salem, Oregon
[illegible]

SUBJECT

To: Mr. [illegible]

Attached is a copy of garnishment and writ of attachment, No. [illegible], Marion County, served in this office at [illegible] a.m. this morning. The papers are in behalf of [illegible], plaintiff, against F. L. and Alvina F. [illegible], defendants.

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

Enclosure

cc Mr. C. W. Enfield

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MULTNOMAH COUNTY

J. H. HARRIS,

Plaintiff,

vs.

P. A. SHOAT and ALETHA F. SHOAT,

Defendants.

ANSWER TO WRIT OF ATTACHMENT

No. 228377

STATE OF OREGON,)
) ss.
COUNTY OF MARION.)

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified, and acting secretary of the Oregon State Highway Commission, and that as such secretary I have in my custody and control all the papers, records, documents, and books of account of the State Highway Commission.

I further certify that according to the books and records of the State Highway Commission there are no funds or property in the custody of the said Commission belonging to defendants.

Dated November 2, 1955.

Secretary to the Oregon State Highway
Commission

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MULTNOMAH COUNTY

J. H. HARRIS,

Plaintiff,

vs.

P. A. SHOAT and ALETHA F. SHOAT,

Defendants.

ANSWER TO WRIT OF ATTACHMENT

No. 228377

STATE OF OREGON,)
) ss.
COUNTY OF MARION.)

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified, and acting secretary of the Oregon State Highway Commission, and that as such secretary I have in my custody and control all the papers, records, documents, and books of account of the State Highway Commission.

I further certify that according to the books and records of the State Highway Commission there are no funds or property in the custody of the said Commission belonging to defendants.

Dated November 2, 1955.

Secretary to the Oregon State Highway Commission

In the Circuit Court of the State of Oregon
FOR MULTNOMAH COUNTY

Served October 31, '55 7:00 AM [illegible]

J. H. HARRIS

Plaintiff

vs.

F. A. SHOAT and
ALETHA F. SHOAT

Defendant s

Sheriff's No. 228377

NOTICE OF GARNISHMENT

To Oregon State Highway Commission; Treasurer, State of Oregon

YOU ARE HEREBY NOTIFIED, that by virtue of a Writ of attachment issued out of the above entitled Court in the above entitled cause, and to me directed, a duly certified copy of which is hereby served upon you, all property, money, debts, rights, dues, and/or credits, of every nature, whether due or to become due, and especially all money due

in your hands, or under your control, belonging or owing to the above named Defendant s, F. A. Shoat and Aletha F. Shoat

or either of them, are hereby attached and garnished, and you are hereby required **FORTHWITH** to furnish to the undersigned a written statement of all such property, money, etc.

Dated at Portland, Oregon, October 29, 1955

~~TERRY D. SCHRUNK~~
Denver Young Sheriff of ~~Multnomah~~ Marion County, Oregon.

By .... Deputy.

FORM FOR YOUR ANSWER IS PROVIDED ON REVERSE SIDE HEREOF.

Sec. 4 --- 409 Laws of Oregon provides that a return of this notice shall be filed within five days.

---

attorney's fees in the sum of

STATE OF OREGON,
County of .... } ss.

I hereby certify that I received the within named Writ of Attachment on the .... *day of* ...., *19*......, *and executed the same on the* .... *day of* ...., *19*......, *in* .... *County, Oregon, by levying upon and attaching at the suit of the within named* ....

Plaintiff.... herein, all the right, title and interest of the within named ....

nt.... herein, in and to the personal property situated in said .... *County,*
described as follows: ....

STATE OF OREGON
County of ~~Multnomah~~, Marion } ss.

ANSWER TO GARNISHMENT

To ~~Terry D. Schrunk~~ Denver Young, Sheriff of ~~Multnomah~~ Marion County, Oregon:

Comes now the Garnishee to whom the Notice of Garnishment on the reverse side hereof is directed, and for Answer to said Notice of Garnishment states and alleges as follows, to-wit:

That at the time of service of said Notice of Garnishment upon us me it there was in our my its hands, or control no property, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the Defendant..................

....

named in said Notice of Garnishment, or either of them, *except the following:*

....

Dated.................. ....

OF ATTACHMENT and Return.

In the Circuit Court of the S

for the County of

J. H. HA

In the Circuit Court of the State of Oregon

for the County of MULTNOMAH

J. H. HARRIS

Plaintiff

vs.

P. A. SHOAT and

ALETHA F. SHOAT

*Defendant*S

228377

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF MARION ***GREETING:***

WHEREAS, *the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of* MULTNOMAH *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* NINE THOUSAND AND 00/100 *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 25th *day of* September *, 19*55*, and* for reasonable attorney's fees in the sum of $2,000.00

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, *you are hereby commanded and required that you attach and safely keep all the property of the said defendant* s P. A. SHOAT and ALETHA F. SHOAT , or either of them *within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of* Nine Thousand and 00/100($9,000.00) Dollars *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 25th *day of* Sept *, 19*55 *, and* attorney's fees *and* his *costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS *my hand and seal of said Circuit Court, this* 28th *day of* Oct. *, 19*55.

SI COHN,
Clerk.

By L. H. EMERSON
Deputy.

I hereby certify [illegible] day of
................................., 19......, and executed the same on the .... day of
................................., 19......, in .... County, Oregon, by levying upon
and attaching at the suit of the within named ....

Plaintiff.... herein, all the right, title and interest of the within named ....

Defendant.... herein, in and to the personal property situated in said .... County,
Oregon, described as follows:

and that I have levied upon and attached the same, by

Sheriff of .... County, Oregon,
By .... Deputy.

No. 228377

In the Circuit Court
of the State of Oregon

FOR .... COUNTY

.... Plaintiff

vs.

.... Defendant

Writ of Attachment
(FORM No. 48)

Filed ...., 19......
.... Clerk.
By .... Deputy.

559 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON,
County of Marion } ss.

I, Denver Young, Sheriff of Marion County, do hereby certify that I have carefully compared the foregoing copy of Writ of Attachment with the original thereof; that it is a correct transcript therefrom and of the whole thereof.

Dated this 29 day of October, 19 55

Denver Young,
Sheriff of Marion County, Oregon,
By E. J. Bour Deputy.

RECEIVED
NOV 2 1955
FOR FILING

24 [illegible]
4410

Lewis

November 1, 1955

Mr. George Cook
5960 S. E. Flavel Drive
Portland 6, Oregon

Dear Sir:

Thank you for your letter of October 19 stating that your claim against P. A. Shoat Company in the amount of $120.00 on Contract No. 4489 and $882.90 on Contract No. 4410 has been paid in full. We will advise the bonding company and the surety that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

ON CARD

R. H. Baldock

RECEIVED
NOV 2 1955
FOR FILING

21 [illegible]
4410

Portland, Oregon
October 19, 1955

COPY

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer
Secretary

Re: Contract #4410 and #4489
P. A. Shoat Co.

Gentlemen:

The undersigned, George Cook, filed a claim against P. A. Shoat Co. on State Highway Contracts #4410 and #4489, the claims being in the amount of $120.00 on Contract #4489and $882.90 on Contract #4410.

Please be advised that I have received payment in full of all my claims from the bonding company, Fidelity and Casualty Co. of New York. Would you please, therefore, consider my claim settled and withdrawn.

Very truly yours,

/s/ George Cook

GEORGE COCK

CC: Earl T. Newbry
Secretary of State
Salem, Oregon

RECEIVED
[illegible] 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1955
FOR FILING

[illegible]
4410

November 1, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

We have received a letter from George Cook, Portland, advising that his claim against F. A. Shoat Company in the amount of $120.00 against Contract No. 4489 for paving in Gladstone, and $882.90 against Contract No. 4410 for oiling in Division II, has been paid in full by the Fidelity & Casualty Company of New York.

This information is provided as your Company appears as Surety on the Performance Bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAC:fp

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Mr. Carroll R. Young

F. A. Shoat Company
3325 S. E. 14th Avenue
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

RECEIVED
NOV 1 1955
FOR FILING

24-1-12

4410

B

Lewis

Note on card
4410
4489

Salem, Oregon
October 31, 1955

Mr. C. H. Maison

Attached is a copy of garnishment and writ of attachment, No. 228377, Marion County, served in this office at 9:00 A.M. this morning. The papers are in behalf of J. H. Harris, plaintiff, against F. A. and Aletha F. Shoat, defendants.

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

Enclosure

cc Mr. C. W. Enfield

NOTED ON CARD

gl

RECEIVED
OCT 17 1955
FOR FILING

24-72
4410

THE FIDELITY AND CASUALTY [illegible] OF NEW YORK

B

C
O
P
Y

October 10, 1955

Oregon State Highway Dept.,
Salem, Oregon.

Att. Mr. Floyd Query, Assistant Secretary.

Gentlemen:

P. A. Shoat Company
State of Oregon
131-S-1124
Job No. 4489
131-S-1123
Job No. 4410

We have your claim notice under date of September 29th, 1955 with regard to the obligation alleged owing to Shell Oil Company. Please be advised that we have referred this matter to H. S. Hargreaves, Claims Manager, U. S. National Bank Bldg., Portland, Ore.

Please feel free to communicate further either wit this office or with Mr. Hargreaves.

Very truly yours,

F. F. McIntosh, Examiner
Surety Claims Division

FFMcI:MAP

RECEIVED
OCT 11 1955
FOR FILING

24-1092
4410

Mrs Lewis

October 10, 1955

Pallett, Fisher and Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

[redacted]

We have received a letter from Mr. L. W. Hancock, Portland, Oregon, advising us the claim that he had filed against P. A. Shost, on State Highway Contract #4410, in the amount of $1,356.39 has been paid in full.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

GWH:lt

cc: P. A. Shost Co.
3325 S. E. 14th Ave.
Portland, Oregon

NOTED ON CARD

RECEIVED
OCT 11 1955
FOR FILING

24-1092
4410

Files

b

Mrs. Lewis
note on card

October 10, 1955

Mr. LeRoy W. Hancock
c/o John S. Coke, Attorney
1012-1015 Yeon Building
Portland, Oregon

Dear Mr. Hancock:

Thank you for your letter of October 6, 1955, in which you state that the bonding company for P. A. Shoat Company has paid their account to you in full, in the sum of $1,356.39.

We will notify Mr. P. A. Shoat and the bonding company that your letter has been received.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

cc: P. A. Shoat Company
3325 S. E. 14th Avenue
Portland, Oregon

Fidelity & Casualty Company of New York
U. S. National Bank Building
Portland, Oregon

NOTED ON CARD

October 6, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

RE: Contract 4410
Contractor: P. A. Shoat Company

Gentlemen:

The undersigned, LeRoy W. Hancock, filed a claim against P. A. Shoat Company on State Highway Contract No. 4410 being for Division 2 Oiling Project in Marion, Lincoln, Tillamook and 8-31-55 Polk Counties, the claim being in the sum of $1,356.39.

Please be advised that I have today received payment in full on my claim from the bonding company, The Fidelity and Casualty Company of New York. Would you please, therefore, consider my claim as settled and withdrawn.

Very truly yours,

LeRoy W. Hancock

LeRoy W. Hancock

cc: Earl T. Newbry,
Secretary of State.

Agent
Pallett, Fisher & Carlo Inc.
U.S. Natl. Bank Bldg.
Port- 4- Ore.

RECEIVED
OCT 10 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
[illegible]
BY SECRETARY

[illegible]
[illegible] card

NOTED ON CARD
[illegible]

VED
55
LING

1092

4410

September 30, 1955

Mr. John M. Coke
Attorney at Law
1012-1015 Yeon Building
Portland 4, Oregon

Dear Mr. Coke:

Upon my return to the office after several days absence, I find on my desk your letter of September 23, 1955 transmitting assignments by P. A. Shoat Company to the Fidelity and Casualty Company of New York of amounts now due or which may hereafter become due P. A. Shoat Company in connection with State Highway Contracts Nos. 4410 and 4489, No. 4410 being for Division 2 Oiling Project in Marion, Lincoln, Tillamook, and Polk Counties, and No. 4489 being for paving work on Clackamas Boulevard in Gladstone, Clackamas County.

Examination of these assignments discloses them to be satisfactory and we will be glad to honor them. The warrants hereafter issued in payment of work performed under both contracts will be forwarded to you as Attorney in Fact for the Fidelity and Casualty Company of New York as directed in your letter. Instructions to that effect are being given to our Auditor today.

I wish to call your attention to claims that have been filed with the State Highway Commission against these jobs:

Contract No. 4410
Claim of LeRoy W. Hancock for wages and equipment rental in the sum of $1,356.39. This claim was filed through the Secretary of State.

Claim of George Cook in the sum of $882.90. This claim was filed with the Secretary of State.

Contract 4489
Claim of George Cook in the sum of $120.00; also filed with the Secretary of State.

REFERRED TO
Jerry
BY SECRETARY

assignments attached hereto. Please file in proper contracts note on cards.
AGS

September 30, 1955

Mr. John M. Coke

When these claims and others which may be outstanding against these two contracts have been satisfied, it will be appreciated if you will advise me by forwarding receipts in order to clear the Commission's records.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Fidelity and Casualty Company of New York
Pallett, Fisher and Carle Inc., Agent
1001 U.S. National Bank Building
Portland 4, Oregon

C. H. Maison (2)

Mr. Maison:

I hand you herewith one signed copy of each of the assigaments mentioned in the above letter. Also attached is a copy of Mr. Coke's letter of September 23, in the last paragraph of which it is requested that warrants be mailed to him in Room 1012 Yeon Building, Portland 4, Oregon. Will you please see that the warrants go direct to Mr. Coke.

Thank you.

HBG

NOTED ON CARD

Memo:- assignment and consent of surety filed in respective contracts.

9-20-55

Mr Blaisyer

John Coke came in today & left these two assignments from PA Sheat on Contracts 4410 and 4489.

Sheat appears to be broke.

F.Q.

RECEIVED
OCT 1 1955
FOR FILING

24-1092

4410

files

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT

America Fore
INSURANCE GROUP

September 27, 1955

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: P. A. Shoat Company
State of Oregon
Our Claims 131-S-1123 and
131-S-1124
Contract Numbers 4410 and 4489

* *

GENTLEMEN:

We have your letter of September 15, 1955 submitting the claim of George Cook. Please be advised that we are referring this matter to H. S. Hargreaves, Claims Manager, at U. S. National Bank Building, Portland, Oregon.

Yours truly,

Frederick McIntosh
Frederick McIntosh, Examiner
Surety Claims Division

FMcI:RR

NOTED
H. B. GLAISYER

RECEIVED
OCT 3 1955
OREGON
STATE HIGHWAY COMMISSION

files B

RECEIVED
SEP 27 1955
FOR FILING

[illegible]
4410

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT
America Fore Insurance Group

September 23, 1955

Oregon State Highway Department
Salem,
Oregon

Re: P. A. Shoat Company
Oregon State Highway Commission
Contract No. 4410 - 131-S-1123
4489 - 131-S-1124

* *

Gentlemen:

We have your notice of claim under date of September 15, 1955. We are presently investigating the coverage for these jobs. These matters have been referred to Mr. H. S. Hargreaves, Claims Manager, U. S. National Bank Building, Portland, Oregon.

Yours truly,

F. F. McIntosh

F. F. McIntosh, Examiner
Surety Claims Division

FFM:MF

NOTED
FLOYD QUERY

REFERRED TO
Query
BY SECRETARY

RECEIVED
SEP 26 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 5 1955
FOR FILING

24-1012

4410

C O P Y

September 16, 1955

C O P Y

Pallett, Fisher and Carlo Inc.
General Agents
The Fidelity and Casualty Company of New York
1001 U. S. National Bank Building
Portland 4, Oregon

Attention: Mr. Fred Fisher:

In conformity with our telephone conversation of a few moments ago, I have prepared and enclose five copies of a form of assignment whereby P. A. Shoat Company assigns to the Fidelity and Casualty Company of New York all monies that are now due or which may hereafter become due P. A. Shoat Company in connection with State Highway Contract No. 4489, paving of Clackamas Boulevard within the city of Gladstone. Also enclosed is a similar assignment covering monies due P. A. Shoat Company in connection with State Highway Contract No. 4410 for oiling work in Division 2.

These assignments are in quintuplicate, and when signed by Mr. Shoat please return the original and one copy to the State Highway Department for further handling. We will expedite issuance of warrants covering the payments upon receipt of the assignment.

You inquired how much money is owing to P. A. Shoat Company in connection with both jobs. Our records show the following:

Contract No. 44 9 -- $6,536.25
Contract No. 4410 -- $8,229.52

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
SEP 20 1955
FOR FILING

[illegible]
4410

September 15, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Thank you for your letter of September 12 to which were attached three copies of a claim filed with your office by George Cook against P. A. Shoat Company. This claim is in the amount of $882.90 against Contract No. 4410, and $120.00 against Contract No. 4489. The claim bears your file No. 3521.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 12, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today the notice of claim by George Cook, which you forwarded to us for filing, our file No. [illegible].

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same.

Very truly yours,

EARL T. NEWBRY
Secretary of State

by Geo C Stephens
Clerk
Records Division

[illegible]
Enc.

NOTED ON CARD

[illegible]

RECEIVED
SEP 20 1955
FOR FILING

24-[illegible]
4410

September 15, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, New York

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by Geo. Cook against F. A. Shoat Company for equipment rental and labor. The claim is in the amount of $882.90 against Contract No. 4410 for oiling in Marion, Lincoln, Tillamook and Polk Counties. Also, there is an amount of $120.00 against Contract No. 4489 for paving in the city of Gladstone.

Included in the claim is an additional amount of $315.00 which appears to be a Multnomah County job.

We provide this information as your Company appears as Surety on the Performance Bond furnished for the two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California

F. A. Shoat Company
3325 S. E. 14th Avenue
Portland 2, Oregon

Hallett, Fisher & Earle, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD

Aug. 31, 1955
Portland, Oregon

surety + agent

TO: State of Oregon

Notice is hereby given that the undersigned, George Cook, has a claim for truck rental including driver in the sum of $1317.90 against the bond taken from Pallet, Fisher, & Carlo Inc. for work as follows:
(The Fidelity + Casualty Co. of New York, surety)
P.A. Shoat Co. Contractor

Aug. 8	7 hrs.	Silver Creek Falls Sec.		
" 9	8 "	Contract #4410		
" 10	13 "	P. A. Shoat Co.		
" 11	12 "			
" 12	6½ "			
" 22	9½ "	North Santiam Sec.		
" 23	9½ "	Contract #4410		
" 24	8½ "	P. A. Shoat Co.		
" 25	7 "			
" 26	10 "			
" 27	6 "			$ 970.00
97 hrs. @ $ 10.00 per hr.				87.10
less gasoline 325 gals. @ 26.7 ¢ per gal.				$ 882.90
Aug. 13	7½ hrs.	Multnomah County job.		
" 15	10 "	131 st & Division St.		
" 16	8 "	Portland, Oregon		
" 17	6 "	P. A. Shoat Co.		
31½ hrs. @ $ 10.00 per hr.				315.00
Aug. 18	8 hrs.	Gladstone, Oregon		
" 19	4 "	Contract #4489		
		P. A. Shoat Co.		120.00
12 Hrs. @ $ 10.00 per hr.				$ 1317.90

Total due us..

" I certify that the above bill is correct and just and that payment therefor has not been received."

[illegible] 35

Geo. Cook.
George Cook
5960 S. E. Flavel Drive
Portland 6, Oregon

FILED
SEP 12 1955
EAR[illegible]Y
SEC[illegible]

RECEIVED
SEP 1 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1955
FOR FILING

24-1082
4410

September 8, 1955

Fidelity and Casualty Company of New York
80 Maiden Lane
New York 6, New York

Gentlemen:

We have received a claim from George Cook, 9960 S. E. Flavel Drive, Portland 6, Oregon, against F. A. Shoat Co. for truck rental and labor. The claim shows an amount of $882.00 against State Highway Contract No. 4410 for oiling in Division II on the Silver Creek Falls and North Santiam Highways. He also makes a claim in the sum of $125.00 for truck rental and labor against our Contract No. 4439 for paving Clackamas Boulevard in the city of Gladstone.

This information is furnished as your Company appears as Surety on the Performance Bonds furnished with these contracts.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
~~Enclosure~~

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Carroll R. Young

F. A. Shoat Co.
3325 S. E. 14th Avenue
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD
gl

6

RECEIVED
SEP 21 1955
FOR FILING

34 4082
4410

September 8, 1955

Mr. George Cook
5960 S. E. Flavel Drive
Portland 6, Oregon

Dear Sir:

This is to acknowledge receipt of two copies of a claim which you have addressed to the State of Oregon against F. A. Shoat Co. for truck rental and labor.

Your claim shows an amount of $882.90 against our Contract No. 4410, which is for oiling work in Division II in Marion, Lincoln, Tillamook and Polk Counties.

Also shown is a claim in the amount of $120 against our Contract No. 4489 for paving Clackamas Boulevard in the city of Gladstone.

A third amount shown is in the sum of $315.00 for Multnomah County job, 131st Street and Division Street, Portland. We believe that this claim pertains to a Multnomah County Contract.

The Fidelity & Casualty Company of New York, through its agent, Pallett, Fisher & Carlo, Inc., U. S. National Bank Building, Portland 4, furnished the Performance Bonds for both of these contracts, namely, Nos. 4410 and 4489. As you probably know, the bond is given to assure completion of the work and payment of all bills insurred in the contracts.

As you have sent us two copies of your claim, we are assuming that one of these copies is intended for the Secretary of State for filing in his office and we, therefore, have forwarded a copy to that office. We are noting your claim in our records and are advising the contractor and the surety that it has been received.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp

cc Mr. Geo. C. Stephens
Secretary of State Office

NOTED ON CARD
gl

Aug. 31, 1955
Portland, Oregon

TO: State of Oregon

Surety agent

Notice is hereby given that the undersigned, George Cook, has a claim for truck rental including driver in the sum of $1317.90 against the bond taken from Pallet, Fisher, & Carlo Inc. for work as follows:

(The Fidelity & Casualty Co. of N.Y. Surety)
P. A. Shoat Co. Contractor.

Aug. 8	7 hrs.	Silver Creek Falls Sec.	
" 9	8 "	Contract #4410	
" 10	13 "	P. A. Shoat Co.	
" 11	12 "		
" 12	6½ "		
" 22	9½ "	North Santiam Sec.	
" 23	9½ "	Contract #4410	
" 24	8½ "	P. A. Shoat Co.	
" 25	7 "		
" 26	10 "		
" 27	6 "		
97 hrs. @ $ 10.00 per hr.			$ 970.00
less gasoline 325 gals. @ 26.7 ¢ per gal.			87.10
			$ 882.90
Aug. 13	7½ hrs.	Multnomah County job.	
" 15	10 "	131 st & Division St.	
" 16	8 "	Portland, Oregon	
" 17	6 "	P. A. Shoat Co.	
31½ hrs. @ $ 10.00 per hr.			315.00
		Gladstone, Oregon	
Aug. 18	8 hrs.	Contract #4489	
" 19	4 "	P. A. Shoat Co.	
12 Hrs. @ $ 10.00 per hr.			120.00
Total due us...			$ 1317.90

" I certify that the above bill is correct and just and that payment therefor has not been received."

Geo Cook
George Cook
5960 S. E. Flavel Drive
Portland 6, Oregon

RECEIVED
SEP [illegible] 1955
FOR FILING

24-[illegible]

The Fidelity and Casualty Company of New York
80 MAIDEN LANE, NEW YORK 38, NEW YORK
FRANK A. CHRISTENSEN, PRESIDENT J. VICTOR HERD, EXECUTIVE VICE PRESIDENT
America Fore Insurance Group

September 14, 1955

Oregon State Highway Department
Salem,
Oregon

NOTED
FLOYD QUERY

ATTENTION: Mr. Floyd Query, Assistant Secretary

RE: P. A. Shoat Company
State Highway Contract 4410
Oiling Highways - Division II

* * * * * * * * * * * * * * * * * *

Gentlemen:

We have your letter of September 7th on the LeRoy W. Hancock claim and your letter of September 8th on the George Cook claim.

The Matter will have our attention.

Very truly yours,

Walter F. Keenan

Walter F. Keenan, Examiner
Surety Claims Division

WFK:MF

RECEIVED
SEP 19 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 9 1955
FOR FILING

34-1020
4410

September 7, 1955

Fidelity & Casualty Co. of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by LeRoy W. Hancock against P. A. Shoat Company in the sum of $1,356.39. The claim is for wages and equipment rental furnished on State Highway Contract No. 4410, awarded to P. A. Shoat Company for oiling of highways in Division II.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Yours very truly,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp

cc Fidelity & Casualty Co. of New York
San Francisco Branch Office
60 Sansome Street
San Francisco 4, California
Attn: Carroll R. Young

P. A. Shoat Co.
3325 S. E. 14th Avenue
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland 4, Oregon

NOTED ON CARD
gf

VED
SEP 8 1955
FOR FILING

5105 Silverton Road
Salem, Oregon
August 31, 1955

Mr. Earl Newbry
Secretary of State
Salem, Oregon

Sir:

In re: Balance of Wages and Equipment Rental due from P. A. Shoat Co.

We wish to file a claim against the Bond of P. A. Shoat, 3325 S. E. 14th Ave., Portland; a pre-qualified contractor for the State of Oregon. The Bonding Company is Pallet, Fisher & Carlo, Inc., U. S. National Bank Building, Portland.

Our claim consists of wages for myself as Blademan, and my Motor Patrol Rental, on two State Highway Projects, as specified and itemized below:

August 2	Blading & Equip.	2 hrs.	18.00
	Run Roller	10 " ($2.68)	26.80
3	Work & Equip.	6	54.00
	Run Roller	5½	15.74
4	Blading & Equip.	10	90.00
5	" "	8½	76.50
6	" , Brooming, & Equip.	8	72.00
8	Same as above	8½	76.50
9	" " "	8	72.00
10	" " "	9	81.00
11	" " "	11	99.00
12	" " "	8	72.00
13	" " "	4	36.00
15	" " "	6	54.00
16	" " "	8½	76.50
17	" " "	11	99.00
18	" " "	11	99.00
	Total		1118.04

The above amount applies to State Job No. 4410 at the Silver Creek Falls project.

Presented by Mrs. Hancock in person 8/31/55 - original filed with [illegible] 8/5-

RECEIVED
SEP 9 1955
FOR FILING

24-1092
4410

September 7, 1955

Hon. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens, Clerk
Records Division

Dear Sir:

Thank you for your letter of August 31 to which were attached three copies of a claim filed with your office by LeRoy W. Hancock against P. A. Shoat. The claim is in the sum of $1,356.39 against our Contract No. 4410, your file No. 3519.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Aug. 31, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim by LeRoy W. Hancock, in the sum of $1356.39, against the bond taken from P. A. Ghost, Principal, and Pallett, Fisher & Carlo, Inc., Surety, for blance of wages and equipment rental, State Job No. 4410, our file No. 3519.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. C. Stephens
Clerk
Records Division

EF:M
Inc.

REFERRED TO Quiring
BY SECRETARY

[illegible]

RECEIVED
SEP 1 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
SEP 13 1955
FOR FILING

34-1192

4410

Mr. Ben R. Chandler
Mr. Chas. H. Reynolds
Mr. M. K. McIver
Mr. R. H. Baldock
Mr. W. C. Williams

C O P Y

EARL T. NEWBRY
Secretary of State
Salem, Oregon

August 31, 1955

[illegible]
State Highway Engineer

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today a notice of claim by LeRoy W. Hancock, in the sum of $1356.39, against the bond taken from P. A. Shoat, Principal, and Pallett, Fisher & Carlo, Inc., Surety, for balance of wages and equipment rental, State Job No. 4410, our file No. 3519.

We are enclosing three copies of the claim for your information and files. Kindly acknowledge receipt of same for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By /s/ Geo. C. Stephens

Clerk
Records Division

RECEIVED
OCT 4 1955
FOR FILING

24-1092
[illegible]

August 3, 1955

Nelson Equipment Company
5251 S. E. McLoughlin Boulevard
Portland 2, Oregon

Attention: Mr. W. J. Van Arnam

Dear Mr. Van Arnam:

This acknowledges your letter of August 2, 1955, transmitting a form of assignment whereby P. A. Shoat Company assigned to Nelson Equipment Company all sums of money that are now due or which may hereafter become due that company in connection with State Highway Contracts numbers 4410 and 4489.

We shall be glad to honor an assignment of the funds pursuant to the intent of the P. A. Shoat Company but we cannot accept the assignment in the form that you present. The assignment must be on the Highway Commission's standard form and must be accompanied by a letter from the surety on the bond furnished by the P. A. Shoat Company in connection with its contracts.

I have prepared two forms, one for each contract, and enclose an original and four copies of each. Please have these signed by the proper officials of the P. A. Shoat Company before witnesses and then return the original and one copy, both fully executed, to me for further handling, together with the above mentioned letter from the surety consenting to the assignments without prejudice to the bond.

Respectfully yours,

HBG:ig

Secretary
OREGON STATE HIGHWAY COMM.

cc: Mr. Floyd Query
cc: Mr. C. H. Maison
Mr. Maison: In view of this proposed assignment, I would suggest that you withhold payment of estimates to this company until further advised by this office. If you have not heard from me, one way or the other, when an estimate in connection with either job is ready for payment, please let me know and I will advise you how to proceed.

STAT F OREGON—HIGHWAY DEPARTM T

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF Ten and no/100

($10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all monies that are now due us or which may hereafter become due us ~~[illegible]~~ from the State of Oregon for performance of work under State Hwy Contract No 4489, paving the Gladstone (Clackamas Blvd) section of a city street in the city of Gladstone, Clackamas County,

to Nelson Equipment Company

said Nelson Equipment Company and authorize and empower to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this .... day of ...., 1955

Executed in the presence of us as witnesses:

P. A. Shoat Company

by .... co-partner

by .... co-partner

State Printing 78306

---

services looking to the efficient and workmanlike completion of the above contracts for the State of Oregon.

We will greatly appreciate your placing these assignments of record and the funds flowing therefrom should be made payable jointly to P. A. Shoat Company and Nelson Equipment Company.

Thank you for your consideration.

Yours very truly,

NELSON EQUIPMENT COMPANY

W. J. Van Arnam

W.J.Van Arnam:em
Enc

ACKNOWLEDGE
H. B. GLAIS

RECEIVED
AUG 3 1955
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF ten and no/100 ($10.00) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all monies that are now due us or which may hereafter become due us from the State of Oregon for performance of work under State Highway Contract No. 4410, Division No. 2 Oiling Project ~~involving~~ four state highways in Marion, Lincoln, Tillamook and Polk Counties, and authorize and empower to Nelson Equipment Company said Nelson Equipment Company to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of ORS 366.420, and, if the same is honored, either in whole or in part, by the State Highway Department, such action by the Department shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this .... day of ...., 1955

Executed in the presence of us as witnesses:

P. A. Shoat Company

by .... co-partner

by .... co-partner

State Printing 78306

This Assignment was executed in consideration of material and services looking to the efficient and workmanlike completion of the above contracts for the State of Oregon.

We will greatly appreciate your placing these assignments of record and the funds flowing therefrom should be made payable jointly to P. A. Shoat Company and Nelson Equipment Company.

Thank you for your consideration.

Yours very truly,

NELSON EQUIPMENT COMPANY

W. J. Van Arnam

W.J.Van Arnam:em
Enc

RECEIVED
AUG 3 1955
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGE
R. B. GLAIS

Nelson Equipment Company

PORTLAND
SEATTLE
SPOKANE

NELSON
EQUIPMENT CO

Phone
EAst 8111

Construction · Logging · Mining Machinery and Fire Apparatus

5251 S. E. McLoughlin Boulevard
Portland 2, Oregon

August 2, 1955

REGISTERED
RETURN RECEIPT REQUESTED

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Enclosed herewith is an Assignment executed by P. A. Shoat Company and covering funds to flow from State Highway Commission Contracts 4410 and 4489.

This Assignment was executed in consideration of material and services looking to the efficient and workmanlike completion of the above contracts for the State of Oregon.

We will greatly appreciate your placing these assignments of record and the funds flowing therefrom should be made payable jointly to P. A. Shoat Company and Nelson Equipment Company.

Thank you for your consideration.

Yours very truly,

NELSON EQUIPMENT COMPANY

W. J. Van Arnam

W.J.Van Arnam:em
Enc

RECEIVED
AUG 3 1955
OREGON
STATE HIGHWAY COMMISSION

ACKNOWLEDGE
R. GLAIS

KNOW ALL MEN BY THESE PRESENTS: That Percy A. Shoat and Fay H. Collins, co-partners, doing business under the firm name and style of P A. Shoat Company, for and in consideration of the sum of Ten and no/100 ($10.00) Dollars and other valuable consideration, have assigned and do hereby assign unto Nelson Equipment Company, a corporation, all sums of money due and to become due said partnership from State Highway Commission for the State of Oregon under those certain contracts with said State Highway Commission designated as contracts numbered:

4410 and 4489.

And we hereby authorize said Nelson Equipment Company to receive and receipt for any and all sums payable to us under the terms of said contracts and such receipts shall discharge said State Highway Commission from further liability to us under the terms of said contract.

DATED this 1st day of August, 1955.

Percy A Shoat

Fay H. Collins

[illegible]

RECEIVED
JUN 13 1955
FOR FILING

44-1112
4410

June 13, 1955

P. A. Shoat Co.
3325 S. E. 14th Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4410, which was awarded to you April 14 by the State Highway Commission, covering Division II Oiling Project on the North Santiam, Silver Creek Falls, Salmon River and Corvallis-Newport Highways and Robins Lane Frontage Road in Marion, Lincoln, Tillamook and Polk Counties.

A copy of this contract is also being sent to the Surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 8 1955
FOR FILING

[illegible]
4410

Files

b

May 23, 1955

Pallett, Fisher & Carlo, Inc.
U. S. National Bank Building
Portland, Oregon

Gentlemen:

Attached is a Power of Attorney which you sent to us recently covering Mr. Fred R. Fisher in connection with State Highway Contract No. 4410, awarded to P. A. Shoat Company for oiling of highways in Division No. 2.

Our Chief Counsel has pointed out that this paper shows the obligee as being the County of Multnomah, whereas the obligee on this contract is the State of Oregon by and through its State Highway Commission.

Please make the necessary changes in the paper for Mr. Fisher, initial the changes, and return the paper to us.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

RECEIVED
APR 15 1955
FOR FILING

24-1092
4410

April 15, 1955

P. A. Shoat Co.
3325 S. E. 14th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4410 for Division No. 4 Oiling Project on Four Highways and One Frontage Road in Marion, Lincoln, Tillamook and Polk Counties.

This award was based on your bid of $54,849.59 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Prouert
R. G. Savage, SIAC

[illegible] [illegible] 1, [illegible]
[illegible] D[illegible].
1-1 [illegible]

RECEIVED
NOV 14 1955
FOR FILING

327-17[illegible]7

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4411	2-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22342	R-135710	$ 9,160.22	11/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: None

Completion Date: Aug. 22, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: Ruth Rawlings

NOTED ON CARD
J

RECEIVED
OCT 28 1955
FOR FILING

[illegible]
4411

October 27, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4411 for work performed on the Falls City (N.Main & Dayton Sts.) City Streets Section in Polk County was completed by the contractor, Warren Northwest, Inc., on August 22 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $9,160.22 will be released to the contractor on or after November 7, 1955. The total contract amount is $10,747.14 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

D ON CARD

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1955

Section Falls City(N Main & Dayton Streets)

Kind of work Grading & Paving

Highway City Streets

Section prefix 327-1707

Contractor Warren Northwest Inc.

Contract number 4411 (City)

Date of contract April 14, 1955

Date of completion September 15, 1955

Date work started August 4, 1955

Estimated date of completion " 15, 1955

Project authorization $12,653.44

Exclusive of Engineering $11,753.64

Per cent of time elapsed 78.71 %

Estimated cost of completed project, exclusive of engineering $11,753.64

Per cent of contract completed, based on total contract price 23 %

Engineering authorization $899.80

Correction 899.86 100.006%

Last Week Engineering

Engineering cost to date $1210.63, 134.54 %

Date project was completed ......, 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed excavation, laying pipe and base rock.

3/4"-0 base & shoulder rock 75% completed.

Expect to start paving early next week.

RECEIVED
AUG 15 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
FORREST COOPER

Signed E. A. Ferguson Res. Engr.

Address Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77000

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.14	0.14			
Miles partially completed	0.00	0.14			
Miles completed	0.14	0.00			
Total estimated quantities	213	471			
Estimated quantities moved or placed to date	213	421			
Average daily quantities					
Average daily quantities necessary to complete project on time	Completed	Shoulder rock to place			
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men					16	1	17
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ....1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Scoop. . ....1......, Trucks ....12......, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Early, light showers		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 15 1955
DIVISION ENGINEER

RECEIVED
MAY 10 1955
FOR FILING

329-111
4411

May 9, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files four fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4397, for paving on the Madras ("B" & 10th Sts.) Section in Jefferson County, awarded April 13, 1955.

Contract No. 4411, for grading and paving on the Falls City (N. Main & Dayton Sts.) Section in Polk County, awarded April 14, 1955.

Contract No. 4414, for paving on the Shaniko ("E" & 4th Sts.) Section in Wasco County, awarded April 14, 1955.

Contract No. 4418, for paving on thg Stayton (10th Street) Section in Marion County, awarded April 21, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 22 1955
FOR FILING

327-1707

4411

8

April 21, 1955

Fay Wilson, City Recorder
City Hall
Falls City, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and Falls City covering the Special City Allotment project on Dayton and North Main Streets in Falls City.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

8

RECEIVED
APR 26 1955
FOR FILING

327-1707
4411

Sp. St. tax Street fund
112

Salem, Oregon
April 21, 1955

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with Falls City covering the Special City Allotment project on Dayton and North Main Streets in Falls City.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Falls City, Oregon

Secretary

rn
Attach: 1

REFERRED TO Query
BY SECRETARY
to file

FORM E-30 25M 9-51 22215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are three copies of an agreement covering the Special City Allotment project on Dayton and North Main Streets in Falls City.

Two copies of the agreement have been signed by the city and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
APR 8 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-7-54 Minute Page 29
H McGeary Jr
Secretary

RECEIVED
APR 15 1955
FOR FILING

3 27-1901
4411

April 15, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4411 for Falls City (North Main and Dayton Streets) Grading and Paving Project, in Polk County.

This award was based on your bid of $11,247.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

ORDINANCE NO. 247

4-4-55

An Ordinance providing for a form of agreement by and between the City of Falls City, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of Dayton Street from South Main Street to North Main Street, and North Main Street from Dayton Street to Fourth Street, a distance of approximately 0.38 mile, and declaring an emergency.

Whereas, the City of Falls City, Oregon has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

Whereas, the State Highway Commission has accepted such application for the improvement of Dayton Street from South Main Street to North Main Street, and North Main Street from Dayton Street to Fourth Street, and

Whereas, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and no/100 ($15,000.00) Dollars, and the City of Falls City to pay all cost in excess of said $15,000.00.

NOW THEREFORE, THE CITY OF FALLS CITY DOES ORDAIN AS FOLLOWS:

Section 1. That that certain form of agreement herein above referred to be entered into by the City of Falls City, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Dayton Street from South Main Street to North Main Street, and North Main Street from Dayton Street to Fourth Street, and is hereby approved and accepted as submitted.

Section 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Section 3. WHEREAS, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Falls City, Oregon, an emergency is declared to exist and this Ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as authorized by the City Charter dated February 24, 1903, and as amended January 1, 1915.

Read the first time the 4th day of April, 1955.

Read the second time the 4th day of April, 1955.

Passed by the unanimous vote of the City Council the 4th day of April, 1955.

Ayes 6

Nays 0

Submitted to and approved by the Mayor on the 4th day of April, 1955.

Vernon Murphy
Mayor

ATTEST:
Fay Wilson
City Recorder

VERNON MURPHY, MAYOR

FAY WILSON, RECORDER

CITY OF FALLS CITY
FALLS CITY, OREGON

March 12, 1955

Oregon State Highway Commission,
Salem, Oregon

Attention: Mr. Ayers

Dear Mr. Ayers:

At our council meeting held last night we had Mr. [illegible], the engineer [illegible] who are going to make the changes in the water lines on the bridge on Washington St. meet with us. During the course of the meeting there was a discussion of the intersection at 4th and North Main. There is a storm sewer that crosses the street there and we plan to have that replaced before your project is begun. We are planning to ask the telephone company to move their pole back a few feet on the north side of the street on the intersection of 4th and North Main to make the corner wider and less sharp. The property owner there has consented to give us the necessary footage to make it a better corner.

If you happen to be over in this part of the country some of the councilmen would like some of your good advice about that corner. Most of the traffic makes that a U turn corner and it is a bad one. We are trying to get everything worked out to make this paving project as nearly permanent as possible. We note on the map of your project that you plan to take care of that intersection and we wondered if our plans would conflict with yours in anyway. We are trying very hard to cooperate.

Very truly,

Fay Wilson
Recorder

RECEIVED
MAR 14 1955
[illegible]
[illegible] IONS

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MAR 14 1955
OREGON
STATE HIGHWAY COMMISSION

Fall City

Drainage Exc	50 Cy.	3.00	150.00
Gen. Exc.	230 cyd	1.00	230.00
6" Perf. Pipe	870 lin ft	1.60	1392.00
Spec. Rock Fill	[illegible]	6.00	300.00
[illegible] Catch Basins	10 only	60.00	600.00
Crusher run in base	200 Cu yds	3.25	650.00
3/4-0	330 Cuyds	3.50	1155.00
Sprinkling	20 M gal	3.00	60.00
Asph. B Cc.	1200 tons	10.00	12000.00
			16,532.00
			2066.50

16500
2070.00
18,570
1,333
19,903

19900
15000
4900

ESTIMATE

RECEIVED
FEB 25 1955
ENGINEER

327-1472
Feb 1955

Falls City (N. Main and Dayton Street) Section.
City Streets, Polk County.
John F. McGee, Res. Eng'r.

ITEM	UNIT	UNIT PR.	QUAN	ALL	TOTAL	COST
General Excavation, Unclassified.	Cu. Yds	1.00	145	15	160	$ 160.00
Drainage Excavation, Unclassified.	Cu Yds.	3.00	22	3	25	75.00
~~Adjustment of Catch Basins~~	~~Only~~	(Grate 35.00 Adjust 25.00) ~~60.00~~	~~7~~	~~0~~	~~7~~	~~420.00~~
~~6-inch Concrete Sewer Pipe~~	~~Lin Ft.~~	~~1.50~~	~~15~~	~~3~~	~~18~~	~~27.00~~
6-inch Perf. Metal Drain Pipe, Uncoated.	Lin Ft.	1.60	790	10	800	1280.00
2½" -0 (Crushed Gravel) Base Rock	Cu Yds.	3.25	183	17	200	650.00
3/4 " -0 Material in Base and Shoulders	Cu Yds.	3.50	294	29	323	1130.50
Sprinkling	M-Gals	3.00	12	1	13	39.00
Class "B" Asphaltic Concrete	Tons	10.00	1135	57	1192	11,920.00

	$15,701.50
4½ % Contingencies	706.57
8 % Engineering	1,256.12
Total Cost	$ 17,664.19
Location survey	1337.48
	$ 19,001.67

FORM E-30 28M 7-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 25 1955
ENGINEER
CO [illegible] LATIONS

Salem, Oregon
February 24, 1955

327-1472

SUBJECT: Falls City (N.Main & Dayton St.)
Section, Estimate & Supporting data.

To: Mr. J.D. Walker,
Division Engineer,
State Highway Bldg,
Salem, Oregon.

L

Dear Sir:

Herewith, Estimate, and supporting data, for Falls City, (N.Main & Dayton St.) section, a grading and paving project, in Falls City, Polk County, data as follows:

1 Combination Map and Profile (Cloth)
1 Roll plotted Cross- Sections
1 Book Miscellaneous notes
1 Pad Estimate Computations
1 Estimate and 2 copies
Finish Grades

We checked with the Bridge Dept, recovering bridge deck, station 16 + 19 to 17 + 77, with $1\frac{1}{2}$ inches of pavement, as instructed, and they advimsed against it, so we are just feathering in on bridge, far enough, to eliminate any bump, due to raising the grade.

A 6 inch Perforated Metal Drain Pipe, uncoated, has been added, as instructed, to be placed in sub-grade 11.5 feet left and right of centerline, between stations 12 +00 & 16 + 02 Right and 12 + 12 to 16 + 00 Left, impounded in sub-grade.

Excavation materials on Dayton Street, to be dumped on Bridge Street, just South of Bridge, where street is to be widened, in the future. Excavation to include cost of haul.

The city council, has requested, that a good job of construction, be done on Dayton Street, as they say, it has the most traffic and they would like to have one good street in their city.

The grade was raised, on Dayton Street, in order to get pavement up out of the water, which has caused the oil mat to fail. We figured to place $1\frac{1}{2}$ inches to 4 inches, 3/4 " - 0 crushed rock over existing oil mat and 3 inches of asphaltic concrete.

The city, intends to replace, their old wood water main, on Dayton Street, on the right, from the end of the bridge, station 17 + 77, to intersection of Dayton Street and South Main Street, station 18 + 43.6, ~~paving~~ placing new pipe towards the west, in order to give us more room for pavement widening.

Original preliminary plan of construction on Dayton Street, was to place 20 feet of 3 inch pavement over exsisting 16 foot oil mat, adding a little 3/4 - 0 rock, to feather, from edge of new pavement, to exsisting shoulder. We found that exsisting shoulders, have been disturbed, by installation of a storm sewer and catch basins, on the left and on the right, also by replacing a water main and installing storm sewer and catch basins. This disturbance, has caused the oil mat to fail, as dirt, has been mixed, with the shoulder materials, causing surface

FORM E-30 25M 7-48

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

327- 1472

SUBJECT: Falls City (N Main and Dayton Street)
Section, Estimate and Supporting data.

To:

Page 2

water, to lay adjacent to oil mat. In order to get rid of the water and to support,
the additional width of pavement, it is planned, to excavate a trench, approximately
4 feet on each side od exsisting pavement and place base rock therein.
At the Southwest corner of N. Main & Dayton Streets, we were informed, by
Mr. Ayers, that the power pole at station 10 + 43.8, be moved West and a larger
radius paved and a ditch dug around radius and along Dayton Street, by the church,
in order to take care of the traffic and drainage.
We were informed by Mr. Ayers on Feb 8, 1955, that the city council, has
authorized additional tax money, to make it possible, to improve N. Main Street, at
this time also. We were under the impression, that the original authorization, would
not be enough, to improve both streets, with the additional work, to be done on
Dayton Streets.
We have tried to lay a grade on N. Main Street, that will be a good job,
keeping in mind, that there is a lack of funds. An average of 3 inches of pavement,
from stations 1 + 00 to 9 + 05 and then an average of 1½ inches, from stations
9 + 05 to 11 + 50 over section, which County has recently reoiled.
We were instructed, to widen pavement, between stations 7 + 25 to 8 + 28,
on the left, between exsisting edge of pavement and 28 feet out from centerline.
This has been included in our estimate. Adjustment of Catch Basins, includes frame
and grate, as the exsisting catch basins, have no frame or recess, to hold the grate.
The exsisting grates, are planer blades, about 4 inches wide, laid flat and crossed
with other planer blades, the whole being welded together. One catch basin, has a
wooden cover. On the Salem-Roberts Project, it cost about $ 32.00, to construct the
frame and grate, for odd sized catch basins

Respectfully yours,

J F McGee

John F. McGee
Resident Engineer

CO'N: rwd
2 copies.

FORM E-90 25M 9-51 [illegible]

Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 24, 1954

SUBJECT: REVISED BASE DESIGN CHARTS

To: ~~Mr. J. D. Walker~~
~~Division Engineer~~
~~Division II~~
~~Salem, Oregon~~

L

RECEIVED
DEC 27 1954
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Main and Dayton Section, of the Fall City - City Streets.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 337708, 337709, and 337710.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

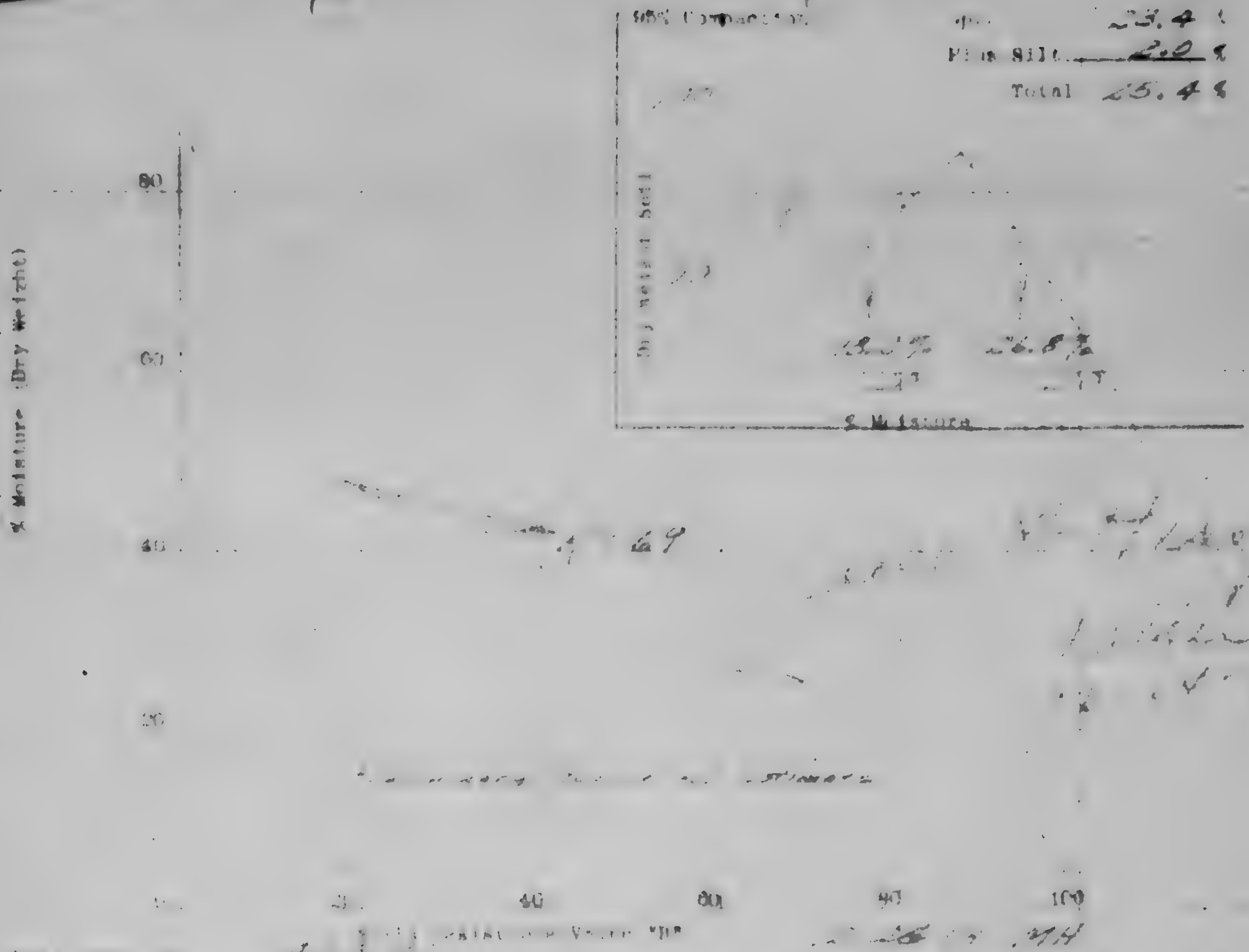
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
J. F. McGee
R. L. Lamm
County and City (Ayers)



Soil Sample No.	[illegible]
Lab. No.	[illegible]
LL	[illegible]
PI	[illegible]
Pass 200 Screen	52
HYDROMETER ANALYSIS	
Particles Larger than	
2.0 mm	[illegible]
Coarse Sand	34
Fine Sand	32
Silt	[illegible]
Clay	[illegible]
%	[illegible]
Natural Moisture	

NOTE

[illegible]

Base & Wear	4"	[illegible] 11.0	13.0
Minus Base Reduction			
Minus Wearing Surface		3.0	3.0
		8.0	10.0
25% Increase		2.0	2.5
Plus Wearing Surface		3.0	3.0
Total Base & Wear		13.0	15.5

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section [illegible]

Hwy [illegible]

Station

Depth [illegible]

Hole # [illegible]

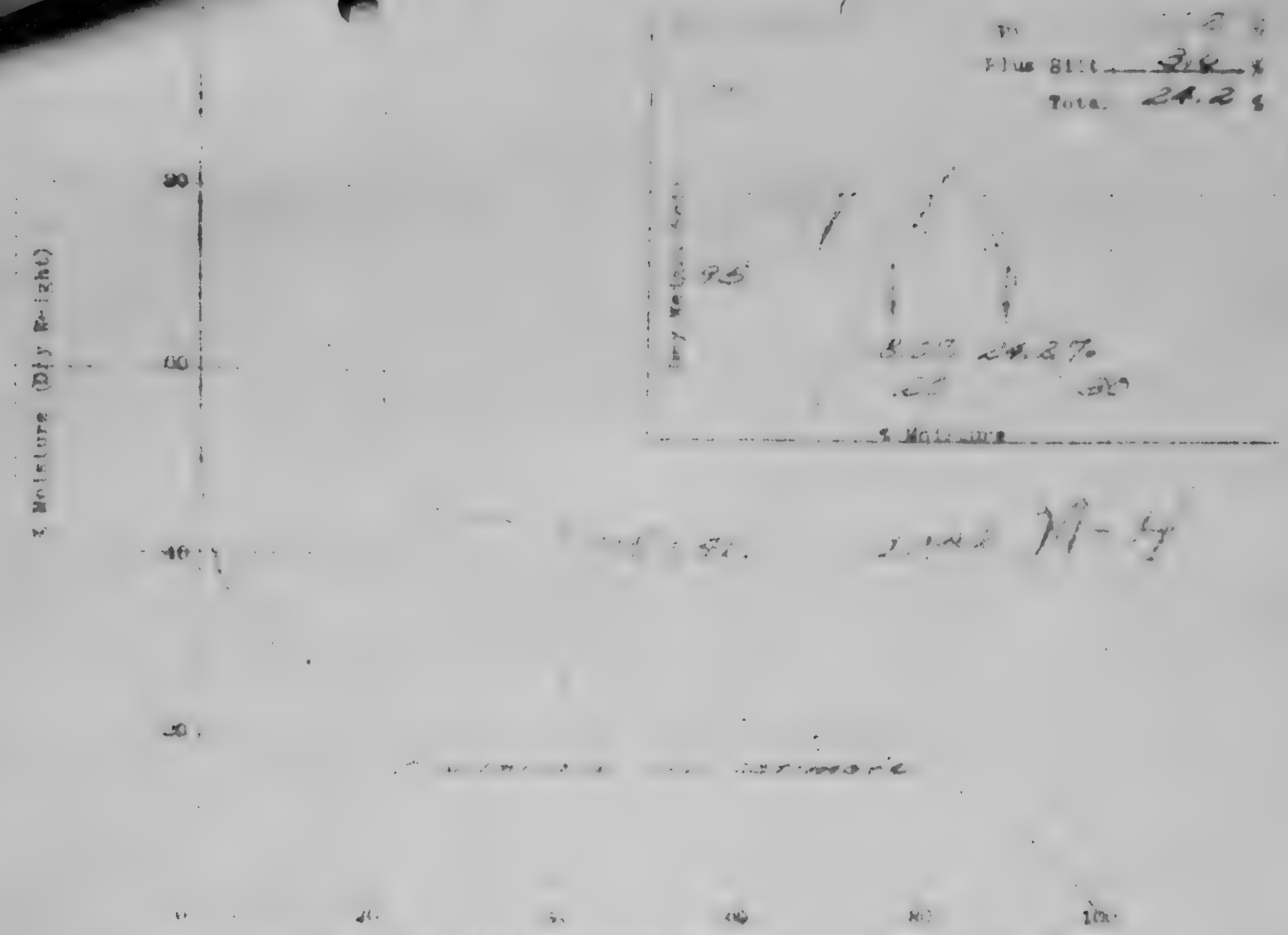
[illegible] Used

Profile No.

County [illegible]

Date [illegible]

Designed by



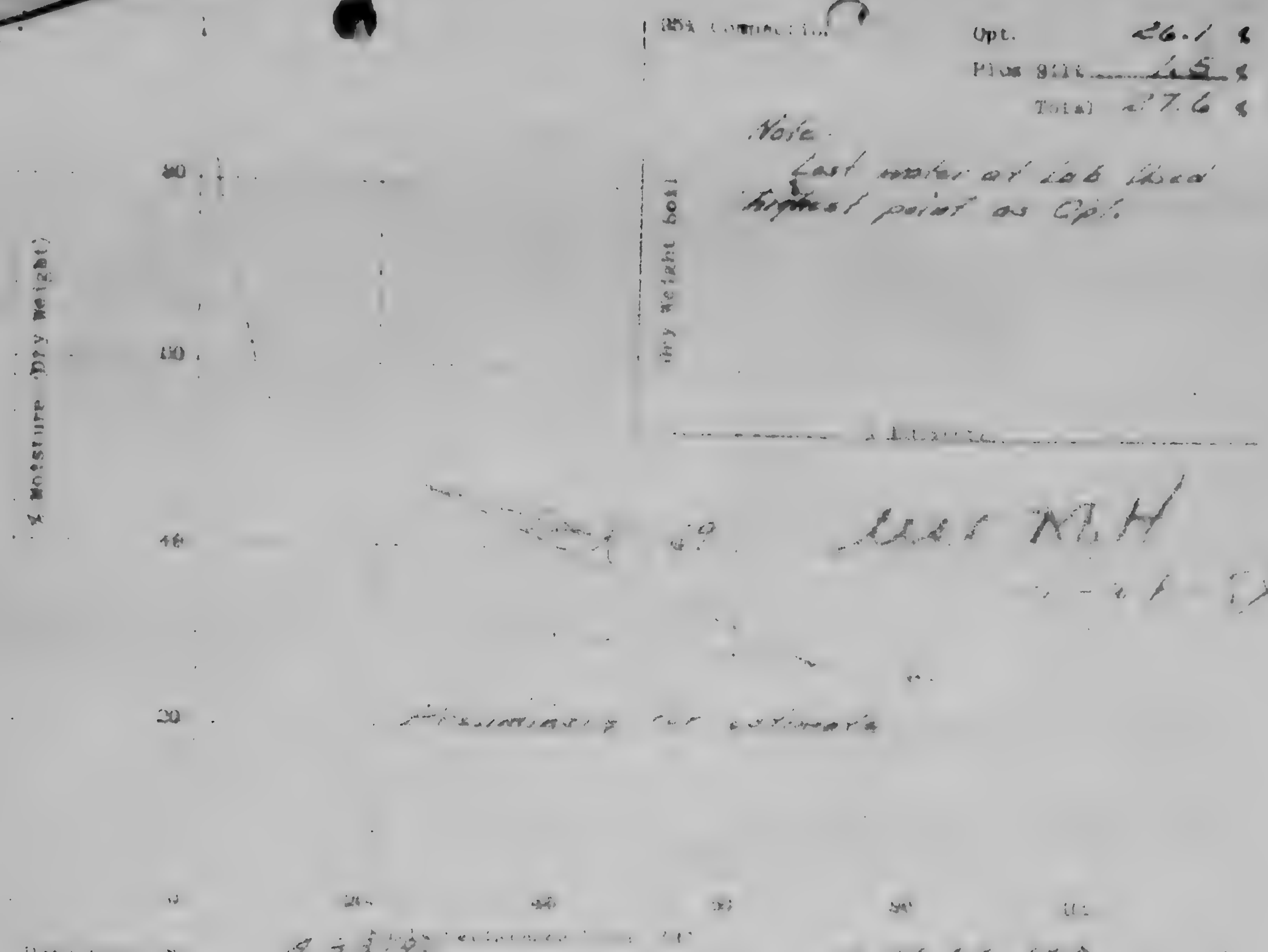
Plus Silt 2.8 %
Total 24.2 %

Lab Sample No.	[illegible]		
Lab No.	[illegible]		
LL	[illegible]		
PI	[illegible]		
Pass 200 Screen	[illegible]		
HYDROMETER ANALYSIS			
Particles larger than 2.0 mm	[illegible]		
Coarse Sand	[illegible]		
Fine Sand	[illegible]		
Silt	[illegible]		
Clay	[illegible]		
[illegible]	[illegible]		
Natural Moisture	[illegible]		

Base & Wear 2.4	Traffic	10	14.0
Less Rock Reduction			2.5
			13.5
Minus Wearing Surface		5.0	3.0
		8.5	10.5
Plus 30% Increase		[illegible]	2.5
Plus Wearing Surface		5.0	3.0
Total Base & Wear		[illegible]	16.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Main & Lawton St.
Hwy. [illegible] City Streets
Station
Depth 5" - [illegible]
Hole # Sample #2
To be used
Profile No.
County [illegible]
Date 6-28-[illegible]
Designed [illegible]

NOTE
[illegible] indicates the [illegible] moisture and [illegible] size [illegible] purposes it will be necessary to [illegible] penetration.



RSA Correction

Opt.	26.1	%
Plus Silt	1.5	%
Total	27.6	%

Note.
Cast water at lab used highest point as Cpt.

Preliminary for estimate

Data Sheet No.	A33792
Lab. No.	337710
LL	42
PI	8
Pass 200 Screen	38.5
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	43
Coarse Sand	6
Fine Sand	16
Silt	17
Clay	19
Sp.	2.6
Natural Moisture	

Base & Wear FN	Traffic	11.0	13.0
Minus Rock Reduction		—	—
Minus Wearing Surface		3.0	3.0
		5.0	10.0
Plus 15% Increase		[illegible]	2.5
Plus Wearing Surface		[illegible]	3.0
Total Base & Wear		[illegible]	15.5

NOTE
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
MATERIALS DIVISION
PAVEMENT DESIGN CHART
Section: Main & Dayton Sts.
Hwy: [illegible] City Streets
Station:
Depth: 5-10"
Hole #: Sample #3
To be used:
Prefix No.
Sample: 46.2
Date: 6 25 54
Designed by: 6

FORM E-30 25M 9-51 52816

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

June 29, 1954
Salem, Oregon

PRELIMINARY FOR ESTIMATE

SUBJECT: Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

Dear Sir:

Reference is made to the Main and Dayton Streets Section, of the Fall City Streets.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 337708, 337709, and 337710.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

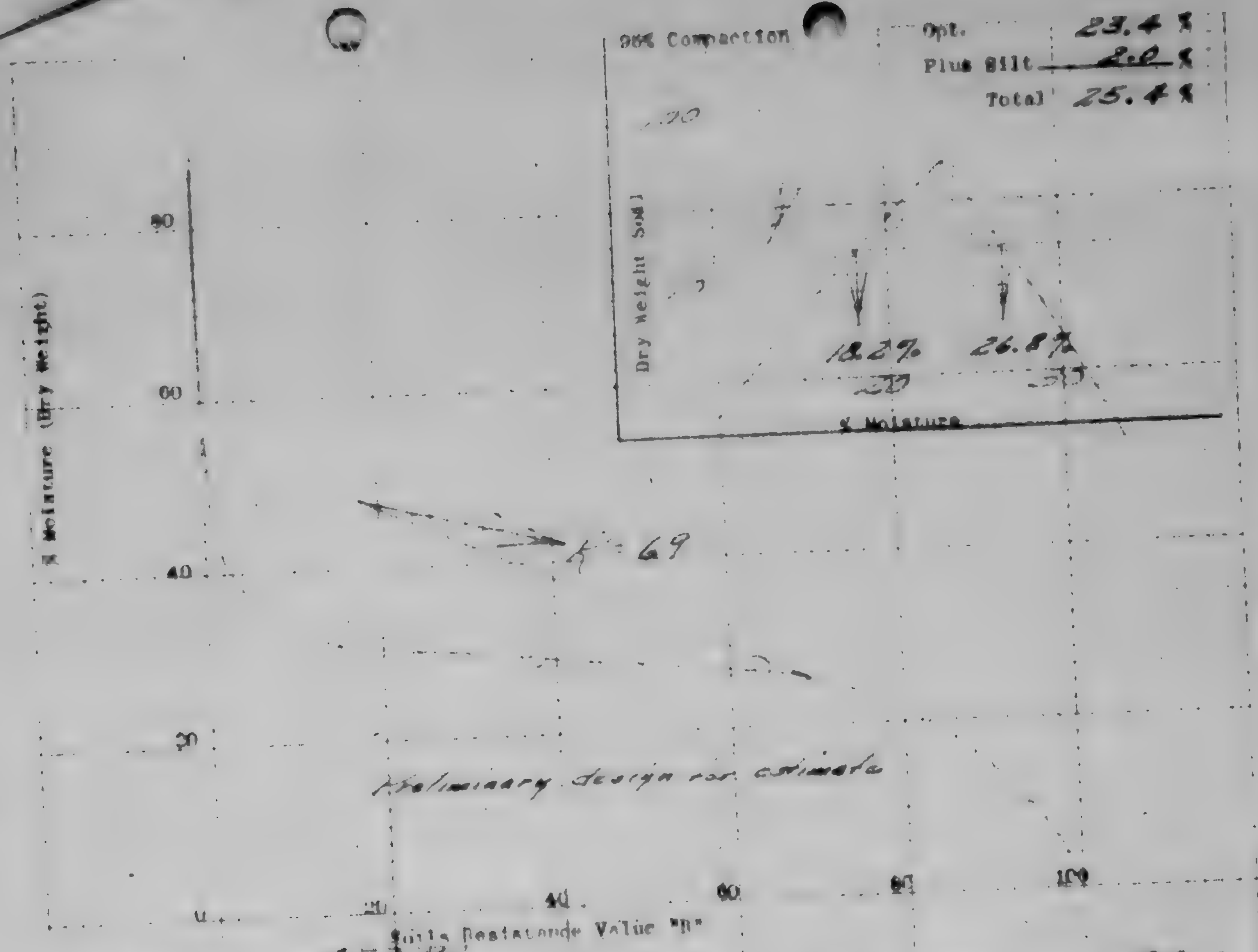
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
JUN 29 1954
ENGINEER

RW:of
Encls.
cc H. G. Smith
H. C. Ayers
R. L. Lenz



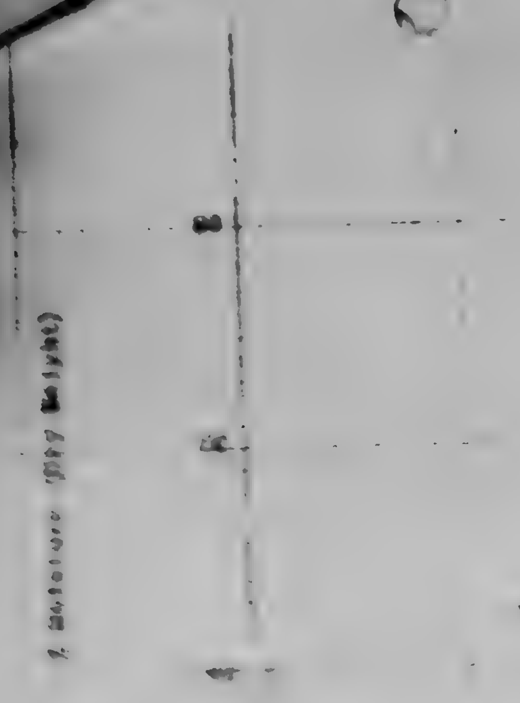
Data Sheet No.	45314
Lab. No.	337138
LL	37
PI	4
Pass 200 Screen	52.4 %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	31.5 %
Coarse Sand	12.7 %
Fine Sand	12.7 %
Silt	16.1 %
Clay	30.1 %
Sw	[illegible]
Natural Moisture	%

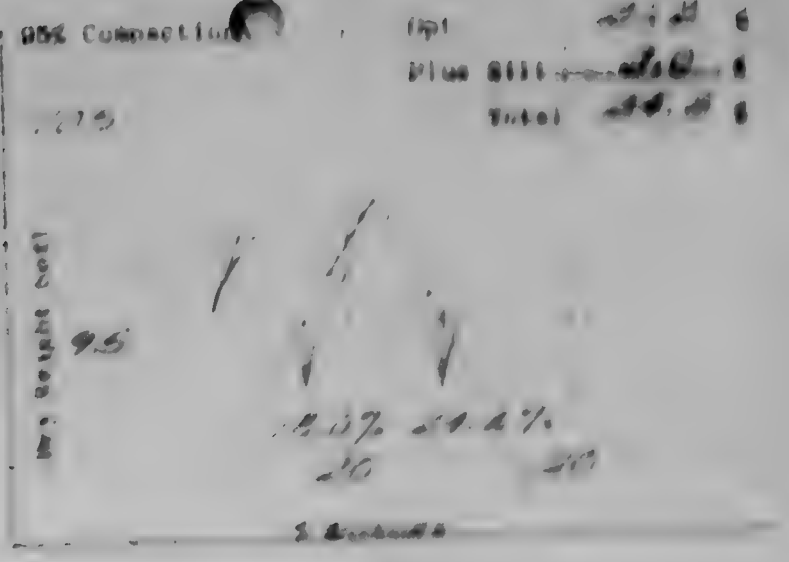
Base & Wear VH Traffic	13.0 "
Minus Rock Reduction	—— "
	"
	3.0 "
Minus Wearing Surface	10.0 "
	2.5 "
Plus 25% Increase	3.0 "
Plus Wearing Surface	
Total Base & Wear	15.5 "

NOTE
This curve indicates the recommended base and surfacing requirements for this [illegible] soil after consideration of the [illegible] and grain size conditions. For [illegible] it will be necessary to [illegible] the quantity of cut represented [illegible] and the possible reduction of [illegible] by the use of better soils [illegible] the upper portions of the [illegible] prevail in [illegible]

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Main & Kingston
Hwy Fall City Streets
Station
Depth 0.5 - 2.5'
Hole # Sample #1
To be used
Profile No.
County Polk
Date 2-28-54
Designed by J

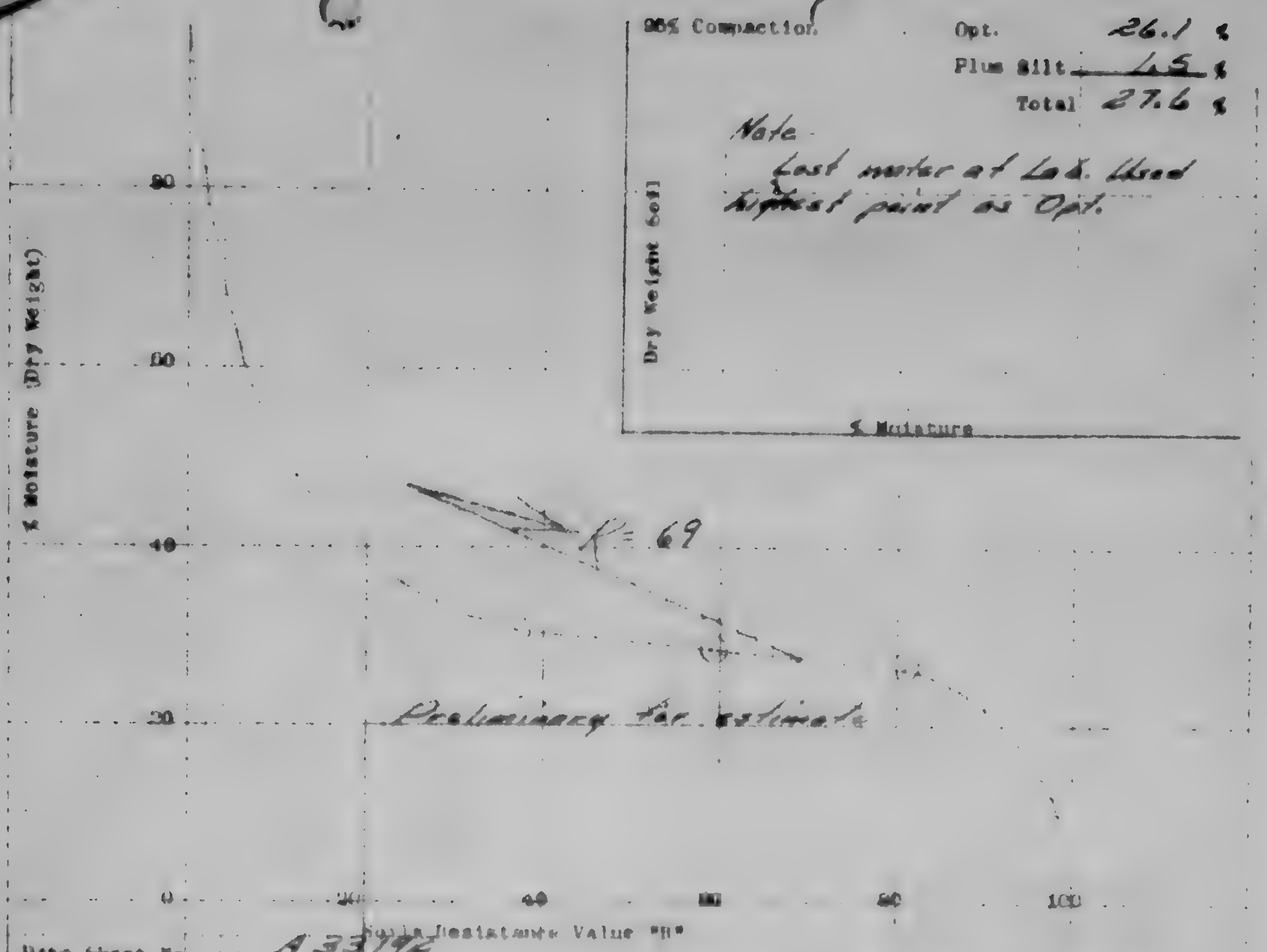




F. 41

Parameters for estimate

[illegible]



95% Compaction
Opt. 26.1 %
Plus Silt 1.5 %
Total 27.6 %

Note -
Cost meter at Lab. Used highest point as Opt.

Data Sheet No A 33742
Lab No. 337710
LL 42
PI 8
Pass 200 Screen 38.5 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 43.3 %
Coarse Sand 8.6 %
Fine Sand 12.1 %
Silt 17.0 %
Clay 19.0 %
Sg 2.62
Natural Moisture 4

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by the soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear VH Traffic 13.0 "
Minus Rock Reduction —— "
"
Minus Wearing Surface 3.0 "
10.0 "
Plus 25% Increase 2.5 "
Plus Wearing Surface 3.0 "
Total Base & Wear 15.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Main & Dayton Sts.
Hwy Fall City Streets
Station
Depth - 5-10"
Hole # Sample #3
To be used -
Prefix No.
County - Polk
Date - 6-28 64
Designed by B

Form [illegible]—15M—3-54

OR[illegible]ON STATE HIGHWAY DEPARTME

Materials Division

Laboratory Report

Project	Main & Dayton Street, Falls City	Prefix No.	37-1418
Highway		County	
Contractor		F. A. Project No.	
Submitted by	H. C. Ayers	Date reported	June 17, 1954

Contract No.

REPORT ON SAMPLE OF SOIL

Source of material	In immediate Subgrade		
Sampled at	Depth 0.5-2.5'	Date received	June 8, 1954
To be used		Quantity represented	
Sampled by	Richard L. Lenz	Type of Material	Soil
Laboratory No.	337708	Sample No.	1
Data Sheet No.	A-33192		

TEST RESULTS

SOIL ANALYSIS:

LL	37	%
PI	4	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.66

Sand Equivalent %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	34.7
10	3.1
40	5.8
60	4.9
200	12.6
P200	38.9

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
94.2	20.1
97.2	23.4
93.0(lost water)	26.2

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	37.8 %
Coarse sand, 2.0 to 0.25 mm.	17.2 %	10.7 %
Fine sand, 0.25 to 0.05 mm.	25.3 %	15.7 %
Silt, 0.05 to 0.005 mm.	28.5 %	17.7 %
Clay, smaller than 0.005 mm.	29.0 %	18.1 %
Colloids, smaller than 0.001 mm.	%	%

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	26.2	29.2	31.4
Depth Ratio Z/R	.90	1.65	3.05
Pavement Thickness, Z	8	13	24
Angle of Friction, φ °	19	6	3
Cohesion, C psi	10	10	3.5
R Value	63	37	15

Remarks:

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x W. C. Ayers
x Lenz

RECEIVED
JUN 17 1954
ENG[illegible]

Engineer of Materials

State Printing 73787

3-54

O ON STATE HIGHWAY DEPARTM

Materials Division

Laboratory Report

Project	Main & Dayton Sts., Falls City			Prefix No.	37-1418
Highway				County	
Contractor		Contract No.		F. A. Project No.	
Submitted by	H. G. Ayers			Date reported	June 17, 1954

REPORT ON SAMPLE OF SOIL

Source of material	In immediate subgrade		
Sampled at	Depth 5"-2.5'		
To be used		Date received	June 8, 1954
Sampled by	Richard L. Lenz	Quantity represented	
Laboratory No.	337709	Type of Material	Soil
Data Sheet No.	A33192	Sample No.	2

TEST RESULTS

SOIL ANALYSIS:

LL	33	%
PI	10	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.64

Sand Equivalent %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	10.3
10	5.0
40	6.6
60	3.2
200	11.5
P200	63.4

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	15.3 %
Coarse sand, 2.0 to 0.25 mm.	11.6 %	9.8 %
Fine sand, 0.25 to 0.05 mm.	16.9 %	14.3 %
Silt, 0.05 to 0.005 mm.	31.5 %	26.7 %
Clay, smaller than 0.005 mm.	40.0 %	33.9 %
Colloids, smaller than 0.001 mm.	%	%

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
98.3	19.1
101.5	21.2
97.3	23.8

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	23.8	25.9	28.0
Depth Ratio Z/R	1.25	2.20	3.50
Pavement Thickness, Z	10	18	28
Angle of Friction, φ °	9	3.5	1
Cohesion, C psi	12	7	4
R Value	49	25	12

Remarks:

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
x Files
x R. Webber
x H. C. Ayers
x Lenz

Engineer of Materials

State Printing 73787

OR[illegible]ON STATE HIGHWAY DEPARTME

Materials Division

Laboratory Report

Project	Main & Dayton Sts., Falls City	Prefix No.	37-1418
Highway		County	
Contractor		Contract No.	
		F. A. Project No.	
Submitted by	H. C. Ayers	Date reported	June 17, 1954

REPORT ON SAMPLE OF SOIL

Source of material	in immediate subgrade		
Sampled at	Depth 5-10"	Date received	June 8, 1954
To be used		Quantity represented	
Sampled by	Richard Lens	Type of Material	Soil
Laboratory No.	337710	Sample No.	3
Data Sheet No.	~~XXXXX~~ A-33192		

TEST RESULTS

SOIL ANALYSIS:

LL	42	%
PI	8	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.62

Sand Equivalent %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	40.8
10	2.5
40	5.4
60	3.2
200	9.6
P200	38.5

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	43.3 %
Coarse sand, 2.0 to 0.25 mm.	15.2%	8.6 %
Fine sand, 0.25 to 0.05 mm.	21.3%	12.1 %
Silt, 0.05 to 0.005 mm.	30.0%	17.0 %
Clay, smaller than 0.005 mm.	33.5%	19.0 %
Colloids, smaller than 0.001 mm.	%	%

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
91.1	22.4
92.1	24.5
92.2(lost water)	26.1

TRIAXIAL SHEAR TEST:

Sample	Remolded	Undisturbed	
% Compaction	100	100	100
% Moisture	26.1	28.5	30.9
Depth Ratio Z/R	.75	1.00	1.65
Pavement Thickness, Z	6	8	13
Angle of Friction, φ °	29.5	16.5	7
Cohesion, C psi	13	10	7.5
R Value	81	59	37

Remarks:

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
x
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Walker
x
Resident Engineer
Dist. Maint. Supt.
Foreman
Files
x
x R. Webber
x H. C. Ayers
x Lens

Engineer of Materials

State Printing 73787

no 4

FORM E-90 25M 9-51 82318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 09 1954
ENGINEER

Salem, Oregon
June 9, 1954

SUBJECT:

Main and Dayton Streets
Proposed Fall City Project
Polk County

To:

Mr. J. D. Walker,
Division Engineer,
Department.

NOTED
Harold C. A

NOTED
J. F. HAGEMANN

Dear Sir:

In accordance with the new policy to examine and sample city street and county projects for which application for State aid has been made, I have sampled the respective project.

The streets in question carry all the logging traffic that comes through town. Under these circumstances and considering the condition of the base courses, the pavement has stood up extremely well. Dayton Street has a two-inch oil mat underlain by a three to four-inch layer of dirty, small gravels. Beneath the gravels and to a depth of two and a half feet, lies a strata of loamy soil with fairly coarse sands and some small gravels. At two and a half feet is a gravel strata which apparently is the cause for the noticeable lack of any excess moisure in the subgrade soil.

Main Street has a little different cross-section. Only a three-quarter inch of pavement exists on top of the base course, which consists of fairly clean 1 3/4 to 2-inch crushed basalt and no cushion course of smaller rock. This base course is about four inches deep. Beneath this is a 5-inch strata of loamy soil, coarse sands, and small gravels similar to Dayton Street, and then a strata of large 5 to 7-inch rounded bounders, closely knit and bound with the above soil.

Both streets have good drainage by either good gradient or storm sewers. Dayton Street has only one trouble spot and it is located at and caused by the intersection of Mill Street, which is graveled. Failure on Main Street is only to the base course and is obviously due to lack of cushion material. Absolutely no tremor can be noted at the passage of loaded log trucks so I believe that the logical assumption is that the foundation, though a little irregular, is sound and capable of standing up beneath this heavy log traffic.

Respectfully submitted,

Richard L. Lenz

Richard L. Lenz,
Division Soils Engineer.

RLL:AM
cc Mr. Ray Webber
Mr. Harold C. Ayers

VERNON MURPHY, MAYOR

FAY WILSON, RECORDER

CITY OF FALLS CITY
FALLS CITY, OREGON

May 11, 1954

NOTED
Harold C. Ayers

Oregon State Highway Commission,
c/o Mr. Harold C. Ayers,
Salem, Oregon.

Dear Mr. Ayers:

At a council meeting held last night, May 10, the matter of the resolution submitted for improvement on Dayton Street and North Main was brought up again. Members of the council discussed the traffic conditions and wondered if it wouldn't be a better idea to improve North Main west rather than going east toward the city limits. In this way the main part of the business district would benefit, and certainly is well travelled.

You will grow tired of suggested changes, but the council is really giving this a lot of thought and planning. Property owners on Dayton hope that street can be improved without too much filling on the flat because of the side walks, but would not object in any way to improving the street.

Very truly,

Fay Wilson

Recorder

VERNON MURPHY, MAYOR

FAY WILSON, RECORDER

CITY OF FALLS CITY
FALLS CITY, OREGON

May 5, 1954

Oregon State Highway Commission,
c/o Mr. Harold C. Ayers,
Salem, Oregon.

Dear Mr. Ayers:

At the regular council meeting held on May 3, 1954, it was agreed unanimously by the council to request a change in the resolution submitted earlier to have South Main Street and Sheldon Street improved. It is the opinion of the council that more traffic would be helped by improving Dayton Street and North Main as far as possible.

In studying the traffic problem, we find that since the paving improvement on the highway toward Pedee that the trucks are coming into town on North Main rather than the truck route established by the city.

We hope that this change can be arranged, or at least considered.

Very truly,

Fay Wilson
Recorder

RECEIVED
[illegible] - 1954
[illegible]

RECEIVED
MAY 6 1954
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 14 1954
ENGINEER
[illegible]

1-12-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Falls City is an incorporated city of the State of Oregon, and has a population of 853, as given by the latest official census, and

WHEREAS, the following streets of said city, That part

Form cc-50 (1953 Rev.)
Special City Allotment

of South Main Street east To the inter-section of Dayton Street and continuing east on Sheldon Street to the City limits also Dayton and N main as per letter of May 5, 1954 are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit: That part of South Main Street east of the inter-section of Dayton Street and continuing east on Sheldon Street to the city limits. Also that part of Dayton Street from the Bridge Over the Little Luckiamute Street to N Main [illegible] as far as possible on N main are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Falls City does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Fay Wilson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 12th day of January, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

--------- ---------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Falls City at a regular or special meeting of said Council, held on the 12th day of January, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 13th day of January, 1954.

Fay Wilson
City Recorder

CHAMBERLAIN

FALLS CITY

Scale [illegible]

01-310 [illegible] and [illegible]. [illegible]. 1975

12

RECEIVED
DEC 29 1955
FOR FILING

31-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

(date) December 20, 1955

(CONTRACT NO.) 4412

(EST. NO.) 3-Final

(CONTRACTOR) Vernie Jarl

(VOUCHER NO.) 25271

(WARRANT NO.) R-138664

(AMOUNT) $ 722.60

(DATE) 12/20/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you [illegible] release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

[illegible] completion Date: Aug. 31, 1955

[illegible] to Oct. 15, 1955 without penalty

[illegible] Oct. 12, 1955

[illegible]. 3, 1955

[illegible] record

[illegible] record

Date: 12-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC [illegible]

Ruth Rawlings

[illegible] ON GRND

RECEIVED
DEC 7 - 1955
FOR FILING

December 7, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4412 for rock production on the Alicel-Minam Section of the Wallowa Lake Highway in Union and Wallowa Counties was completed by the contractor, Vernie Jarl, on October 12 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $722.60 will be released to the contractor on or after December 17, 1955. The total contract amount is $25,700.68 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

FORM E-120 REVISED

RECEIVED
NOV 23 1955
FOR FILING

31-8377

4412

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 22, 1955

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31, 1955 to October 15, 1955 within which to complete your contract No. 4412, for rock production on the Alicel-Minam Section of the Wallowa Lake Highway in Union and Wallowa Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. V. Parson,
Division Engineer

C. D. Cannon,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 14 1955
FOR FILING

[illegible]
4412

November 10, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Vernie Jarl on contract No. 4412, covering rock production on the Alicel-Minam Section of the Wallowa Lake Highway in Union and Wallowa Counties.

This payment, in the amount of $1,525.83 will be released to contractor on or after November 21, 1955. The retained percentage is $772.52.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD
gl

RECEIVED
OCT 31 1955
FOR FILING

[illegible]
4412

October 28, 1955

Request for extension of time
No. 32
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Vernie Jarl for an extension of time on the Alicel-Minam rock production project, Contract No. 4412, from August 31, 1955 to October 15, 1955.

This contractor was crushing some material at Enterprise for the Bureau of Public Roads, and, while they were in that locality the State purchased additional material from them, which delayed them in starting this job. The rock for this project was needed for the 1956 season so the State suffered no inconvenience, and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

Form [illegible]

31-8309

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 15, 1955

Section Alicel - Minam

Kind of work Rock Production

Highway Wallowa Lake

Section prefix 31-8309

Contractor Vernie Jarl

Contract number 4412

Date of contract April 14, 1955

Date of completion August 31, 1955

Date work started August 24, 1955

Estimated date of completion October 12, 1955

Project authorization $ 28,631.25

Exclusive of Engineering $ 26,595.25

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 25,800.00

Estimated per cent ~~overrun or~~ underrun 7.5 %

Per cent of contract completed, based on total contract price 102 %

Engineering authorization $ 2,036.00

Engineering cost to date $ 1,500.00, 74 %

Date project was completed October 12, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed shaping up piles on Wednesday.

FINAL REPORT

NOTED

NOTED
L. H. Young

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

Signed C. D. Cannon
by: B. C. Johnson

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86396

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)			10,300		
Total quantities corrected to date			10,445		
[illegible] quantities moved or placed to date			10,445		
Average daily quantities			500		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			2		

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ......1...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Overcast		
Monday	Rain		
Tuesday	Showers		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

RECEIVED
MAY 10 1955
FOR FILING

31-R309
4412

May 9, 1955

Mr. Vernie Jarl
P. O. Box 507
Gresham, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4412, which was awarded to you by the State Highway Commission on April 14, for rock production on the Alicel-Minam Section of the Wallowa Lake Highway in Union and Wallowa Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 15 1955
FOR FILING

21-8371
4412

April 15, 1955

Mr. Vernie Jarl
Gresham
Oregon

Dear Sir:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4412 for Alicel-Minam Rock Production Project on the Wallowa Lake Highway in Union and Wallowa Counties.

This award was based on your bid of $25, 270 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
DEC 19 1955
FOR FILING

33-2051
4113

Lewis B

December 15, 1955

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms
Manager

Gentlemen:

A statement of claim has been filed in this office by Phipps and Phipps, Attorneys, at The Dalles, Oregon, in behalf of The Dalles Iron Works. The claim is for the sum of $329.32 in connection with Contract No. 4413, awarded to Morrison & Lamping for grading the Seufert Frontage Road in Wasco County.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

George H. Mayes
201 Portland Trust Building
Portland, Oregon

NOTED ON CARD

COPY

STATE OF OREGON)
) ss.
County of Wasco)

I, W. L. Kirk, being first duly sworn, depose and say that The Dalles Iron Works, a co-partnership composed of myself and my wife, Marybelle Kirk, has performed and furnished labor and materials to James W. Morrison and Leonard L. Lamping, co-partners, d/b/a Morrison and Lamping, for the prosecution of the work provided for in their contract with the State of Oregon by and through its State Highway Commission, No. 4413, and that said partnership has a claim against said contractor in the amount of Three Hundred Twenty-Nine and 32/100 Dollars ($329.32) of which no part has been paid and that the same is now due and owing.

/s/ W. L. Kirk
Partner in The Dalles Iron Works

(Notary Seal)

Subscribed and sworn to before me this 13th day of December, 1955.

/s/ Charles A. Phipps
Notary Public for Oregon
My commission expires 3/23/58.

RECEIVED
DEC 19 1955
FOR FILING

33-2051
4412

[illegible]

Jerosob

December 15, 1955

Phipps and Phipps
Pioneer Building
The Dalles, Oregon

Attention: Mr. Charles A. Phipps

Gentlemen:

As requested in your letter of December 13, we are enclosing a certified copy of Contract and bond No. 4413, awarded to Morrison & Lamping for grading the Seufert Frontage Road in Wasco County. This contract was completed June 25 and accepted by the Highway Commission September 22, 1955. Final payment was made September 27, 1955. The total contract amount was $18,474.29.

The Dalles Iron Works' claim in the amount of $329.32 will be entered in our records and we will advise the Surety that it has been received.

You are familiar, of course, with the law for filing of claims in cases similar to this but for your easy convenience we have attached excerpts from the Oregon Laws outlining the procedure for filing with the Secretary of State.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosures

NOTED ON CARD

LAW OFFICES
PHIPPS AND PHIPPS

F. L. PHIPPS
CHARLES A. PHIPPS
DONALD F. DUNN

PIONEER BUILDING
THE DALLES, OREGON
TELEPHONE 5424

December 13, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: Highway Commission
Contract No. 4413 -
Morrison and Lamping

Enclosed herewith is the affidavit of W. L. Kirk, a partner in The Dalles Iron Works, pursuant to O.R.S. 279.524. We request a certified copy of the contract of Morrison and Lamping with the Highway Commission and a certified copy of the bond. We also would appreciate being advised on what date the work provided for in the contract was completed and accepted by the Highway Commission.

Your cooperation is appreciated.

Very truly yours

PHIPPS AND PHIPPS

Charles A. Phipps

Charles A. Phipps

CAP:bjd
Encl.

RECEIVED
DEC 14 1955
OREGON
STATE HIGHWAY COMMISSION

[illegible]

OK [illegible]

prepare usual letter & [illegible] on card

STATE OF OREGON)
) ss.
County of Wasco)

I, W. L. KIRK, being first duly sworn, depose and say that The Dalles Iron Works, a co-partnership composed of myself and my wife, Marybelle Kirk, has performed and furnished labor and materials to James W. Morrison and Leonard L. Lamping, co-partners, d/b/a Morrison and Lamping, for the prosecution of the work provided for in their contract with the State of Oregon by and through its State Highway Commission, No. 4413, and that said partnership has a claim against said contractor in the amount of Three Hundred Twenty-Nine and 32/100 Dollars ($329.32) of which no part has been paid and that the same is now due and owing.

W. L. Kirk
Partner in The Dalles Iron Works

Subscribed and sworn to before me this 13th day of December, 1955.

Charles Phipps
Notary Public for Oregon

My commission expires 3/23/58.

Copy sent to Commission
12-13-55

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 15, 1955

RACT NO.)	(EST. NO.)	(CONTRACTOR)
4433	1-Final	Morrison & Lamping

CHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18733	B-132095	$ 873.84	9/15/55

H. B. Glaisyer:

warrant listed above is in payment of the final estimate of the above described tract. The warrant will be held in the Accounting Division until advised by you release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

cified completion Date: **May 31, 1955**

e Extensions: **to June 25, 1955 without penalty**

pletion Date: **June 25, 1955**

te Accepted: **Sept. 22, 1955**

alties: **None of record**

aims: **None of record**

marks:

ate: **9-27-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Ass't Secretary

NOTED ON CARD

Warrant Mailed: SEP 27 1955

Ruth Rawlings

CEIVED
EP 6 - 1955
R FILING

3 2051
4412

September 6, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4413 for work performed on the Seufert Frontage Road Section of the Columbia River Highway in Wasco County was completed by the contractor, Morrison & Lamping, on June 25, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $873.84 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $18,474.29 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on the above project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

RECEIVED
AUG 22 55
FOR FILING
33 9-51
4413

M E-120 60M REVISED 8-55

COMMISSIONERS
N R. CHANDLER, CHAIRMAN
COOS BAY
HAS. H. REYNOLDS, MEMBER
LA GRANDE
K. McIVER, MEMBER
PORTLAND
. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

August 19, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater
Oregon

Gentlemen:

The State Highway Commission at its meeting held on August 11 had under discussion your request for an extension of time from May 31 to June 25, 1955 within which to complete your contract No. 4413, covering the Seufert Frontage Road Section of the Columbia River Highway in Wasco County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

Dean Swift

cc: ~~[illegible] Chandler,~~
Division Engineer

A. V. Benedict,
Resident Engineer

H. G. Smith,
Construction Engineer

RECEIVED
JUL 19 1955
FOR FILING

33 - 2051
4413

July 18, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Morrison & Lamping on contract No. 4413, for grading on the Seufert Frontage Road Section of the Columbia River Highway in Wasco County. This payment, in the amount of $6,042.65, will be released to the contractor on or after July 28, 1955. The retained percentage is $544.34.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JUL 18 1955
FOR FILING

33.2051

4413

July 15, 1955

Request for extension of time
No. 1
August 11 and 12 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Harrison and Lamping for an extension of time on the Beufort Frontage Road grading project on the Columbia River Highway, Contract No. 4413, from May 31, 1955 to June 25, 1955. This contract was awarded on April 14 and work was commenced on April 26, leaving only 35 days in which to prosecute the work. This time was entirely too short for the amount of yardage to be moved although the contractor endeavored to complete as soon as possible.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

HGS lg

Attachment

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 25, 1955, 19

Section Seufert Frontage Road

Kind of work Grading

Highway Columbia River

Section prefix 33-2051

Contractor Morrison and Lamping

Contract number 4413

Date of contract April 14, 1955, 19

Date of completion May 31, 1955, 19

Date work started April 26, 1955, 19

Estimated date of completion , 19

Project authorization $ 19,498.50

Exclusive of Engineering $ 18,111.94

Per cent of time elapsed 153 %

Estimated cost of completed project, exclusive of engineering $ 18,500

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,386.56

Engineering cost to date $ 1,420, 102 %

Date project was completed June 25, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shot rocks, cleaned slopes and worked at the grade most of the week. Borrowed approx. 500 cu. yds. sandy material to smooth over the broken, rocky subgrade.

Because of an almost total absence of material suitable for finishing, subgrade is not in ideal shape, but contractor has done the best he could with the material available.

Completed work under the contract Saturday.

NOTED
H. G. SMITH

FINAL REPORT

NOTED
OSCAR L. CUTLER

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

RECEIVED
JUN 29 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed A. V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.47				
Miles partially completed					
Miles completed					
Total estimated quantities	16,500 C.Y.				
Estimated quantities moved or placed to date	16,500				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ....1...., Bulldozers ....1...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Warm		
Tuesday	Warm		
Wednesday	Rain		
Thursday	Windy		
Friday	Windy		
Saturday	Windy		

RECEIVED
MAY 10 1955
FOR FILING

[illegible]
441

May 9, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4413, which was awarded to you by the State Highway Commission on April 14, for grading on the Seufert Frontage Road Section of the Columbia River Highway in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
APR 15 1955
FOR FILING

33-[illegible]
[illegible]

April 15, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4413 for Seufert Frontage Road Grading Project along the Columbia River Highway, about 2 miles east of The Dalles in Wasco County.

This award was based on your bid of $17,332 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc:
H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
JAN 25 1955
FOR FILING

33-2051

4-2

January 25, 1955

Oregon State Highway Commission

Gentlemen:

In acquiring right of way through the Seufert property on the Columbia River Highway to provide for ultimate access control, provision was made for construction of a frontage road in order to provide for the control of access, and the construction of such frontage road was made a part of the property acquisition.

It is now necessary that we build this frontage road, which is estimated to cost $15,000, and authority is requested to contract its construction.

This matter will be on the agenda, and the Secretary will have a map indicating to you the proposed plan.

The project, if approved, is chargeable to right-of-way acquisition.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith
Mr. S. H. Probert
Mr. C. W. Enfield
Mr. G. H. Maison

WCW:me 1g

CEIVED
JAN 24 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1955

SUBJECT:

W. C. WILLIAMS

To: Mr. E. H. Booth
Urban Locating Engineer

Please furnish me with a map and estimate of the cost of constructing the so-called Seufert frontage road on the southerly side of US30 just easterly from The Dalles.

We are obligated to construct this road as a result of a right of way settlement and I believe that the time is running very short. It will be necessary to prepare plans and specifications, however please give me the basic information now so that I may have the matter cleared for contracting.

Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams ✓
R. L. Porter

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
January [illegible], 1955

SUBJECT: Seufert Frontage Road
Columbia River Highway
Wasco County

To: Mr. H. G. Smith
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Enclosed are specifications, estimate of cost, and plat for the construction of a frontage road to be built as a right of way consideration on the Seufert Property adjoining the Columbia River Highway near the Dalles-California Highway Junction.

On this estimate I have made no allowance for moving of telephone poles as I understand this is quite a complicated move and the balancing part of the line would have to be redone if and when we decide to build farther east for a connection with the present Army relocation.

It might be well to take this pole moving up with Mr. Booth as I understand he has had some negotiations regarding the pole moving with Mr. Otten, who is sub-dividing the Seufert property for home sites. The only pole in the way at present is one located on the inside of the 62' radius curve where it joins the Columbia River Highway in this vicinity. In case you decide to not move any poles until further work is done on the Columbia River Highway in this vicinity, I would suggest a guard fence from Station 1174+50 to 1175+50 to safeguard downhill traffic to the West from any collision with this pole, as it is in the clear of the roadway as laid out.

In case you desire to make the pole moving at this time please be advised that there are eleven poles in conflict and our share of the estimated cost of moving these is $5,000.

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

RECEIVED
JAN [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

DS:bd
Enclosures.

SEUFERT FRONTAGE ROAD

Columbia River Highway

Wasco County

ESTIMATE OF COST

January 4, 1955

ITEM	QUANTITY	UNIT PRICE	AMOUNT
1. Clearing and Grubbing	All	500.00	500.00
2. General Excavation, Unclassified	16,000 c.y.	0.50	8,000.00
3. Short Overhaul	57,000 yd. sta.	0.02	1,140.00
4. Long Overhaul	950 C. yd. sta.	0.50	475.00
5. Drainage Excavation, Unclassified	120 c.y.	3.00	360.00
6. Finish Roadbed and Slopes	0.52 Mile	400.00	208.00
7. 12" Cor. Metal Pipe	30 lin. ft.	3.50	105.00
8. 18" Cor. Metal Pipe	140 lin. ft.	4.50	630.00
9. 48" Cor. Metal Pipe	120 lin. ft.	18.00	2,160.00
			$13,578.00
	Engineering & Contingencies, 12½%:		1,697.25
	TOTAL -		$15,275.25

SPECIAL PROVISIONS
Seufert Frontage Road
Grading

WORK TO BE DONE

The work to be done under the contract consists of the following work on the Seufert Frontage Road Section of the Columbia River Highway in Wasco County.

1. Construction of 0.52 mile of roadbed involving approximately 16,000 cubic yards of excavation.
2. Performance of such additional and incidental work as is called for by the specifications and plans.

The west end of the project is at Station 1172+58.44, which station is the intersection of the frontage road with the Columbia River Highway 2.23 miles east of the east city limits of The Dalles. The east end of the project is at Station 1200+00, which Station is the intersection of the frontage road with The Dalles-California Highway 0.20 mile easterly of its junction with the Columbia River Highway. The overall length of the project is 0.52 mile.

CLASS OF PROJECT

This project is a "State Project".

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than April 30, 1955.

STANDARD SPECIFICATIONS

"Standard Specifications for Highway Construction" (Issue of May 1, 1954), to be applicable.

CLEARING AND GRUBBING

Standard Specifications to apply.

EARTHWORK

Standard Specifications to apply.

Excavation to be of two kinds on the "unclassified" basis.

1. General Excavation.
2. Drainage Excavation.

FINISHING ROADBED AND SLOPES

Standard Specifications to apply.

CORRUGATED METAL PIPE CULVERT

Standard Specifications to apply.

48" culvert is not to be tapered ends.

33[illegible]-17[illegible] [illegible] ([illegible] & 4th Sts.) 19[illegible]
[illegible]ject
[illegible]

FORM 2-30X 37½ 3-54 79730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 10 1956

Salem, Oregon
February 10, 1956

SUBJECT: Field Materials Costs
Unallocated - 7741

To: J. S. Sawyer
District Maintenance Superintendent
The Dalles, Oregon

NOTED
Harold C. A

An analysis of the above account has been made as of December 31, 1955, and in addition to the inventory submitted by you, one item was found to be outstanding. This item was charged into 7741-570 on an A-87 transfer of cost over the signatures of D. B. Parkes and S. H. Probert. This A-87, dated October 5, 1955, referenced Contract 4204, Price Agreement No. 3, and was for 36.32 ton of 150-200 asphalt at $29.70 a ton, with a charge to 7741-570 in the amount of $1,078.70.

Please transfer this item as soon as possible.

We had one little mixup which has been cleared up by an A-87 transfer (copy enclosed) being prepared in this office. The third item on your A-87 transfer dated August 31, 1955, for 60 L. F. 8" perf. metal extended as $129.60, charging 333-1704-237 and crediting 7741-574, should have been extended as $90.00. This pipe was charged to 7741 at $1.50 per L. F. on Mr. Probert's A-87 dated January 27, 1955, and referenced Contract 3856. Before the attached transfer was prepared, we contacted and received a verbal approval from Mr. Hardie of Office Engineers and Mr. Ayers of City-County Relations. The latter because a city prefix was involved.

Your year ending inventory shows 566' of this pipe on hand with a total amount of $849.00. This is correct at $1.50 per L. F.; however, because of this error in extension, our cost records had a December 31 balance of $809.40 for this pipe.

Hope I haven't confused you here. Anyhow, with this $39.60 transfer being recorded in our cost records, we are in agreement at 566' with a total value of $849.00

On books in Feb. 56

C. H. Maison
Auditor

By:
C. C. Harrell
Accounting Division

CCH:rh
Encl.
cc - Dean Swift
H. C. Ayers ✓ J. Hardie

Thanks
$250

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

COPY

FROM:

Salem, OREGON

DATE Feb. 8, 1956

TO: ACCOUNTING DIVISION—

PLEASE Correct (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Journal Voucher (INDICATE NAME OF ORIGINAL DOCUMENT) NO. 70912 DATE 9/26/55

(Vernie Jarl) (Contract 3856) (IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT		CREDIT DISTRIBUTION	CREDIT AMOUNT	
		8" Perf. metal pipe	7741-574 (125)	39	60	333-1704-237 (125)	39	60
		TOTAL		39	60		39	

REASON FOR THIS REQUEST: To correct error in extension. 60 L.F. of pipe charged to 333-1704-237 at 2.16, should have been charged at 1.50 per L.F. as shown on A-87 Transfer from S. H. Probert to 7741-574 (J/V 68370) dated 1/27/55.

APPROVED: DIVISION ENGINEER

APPROVED: STAFF ENGINEER

PREPARED BY: C. C. Harrell CLERK

APPROVED: DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.:

DATE ENTERED:

ENTERED BY:

~~FOR FILING~~

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 25, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4414	3-Final	Warren Northwest, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17254	B-130581	$ 500.00	8/25/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: July 5, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 29 1955

Ruth Rawlings

NOTED ON CARD

R

AUG 17 1955
FOR FILING

[illegible]
4-1161

August 17, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4414 for paving on the Shaniko ("E" & 4th Streets) Section in Wasco County was completed by the contractor, Warren Northwest, Inc., on July 5 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after August 27, 1955. The total contract amount is $10,408.82 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

JUL 28 1955

FOR FILING

[illegible]

4414

July 27, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4414, for paving on the Shaniko ("E" & 4th Streets) Section in Wasco County. This payment, in the amount of $894.69, will be released to the contractor on or after August 6, 1955. The retained percentage amounts to $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Manager
320 California St.
San Francisco 4, Calif.

NOTED ON CARD

JF

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 9, 1955

Section SHANIKO ("E" & 4th STS.)

Kind of work Paving

Highway City Streets

Section prefix 333-1704

Contractor Warren Northwest Inc.

Contract number 4414

Date of contract April 14, 1955

Date of completion August 31, 1955

Date work started June 24, 1955

Estimated date of completion July 5, 1955

Project authorization $ 12625.31

Exclusive of Engineering $11,727.51

Per cent of time elapsed 62 %

Estimated cost of completed project, exclusive of engineering $ 11,416.82

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 897.80

Engineering cost to date $ 800.00, 89 %

Date project was completed July 5, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contract'r finished placing shoulder material Tuesday and finished moving equipment out later in the week.

Semi-final estimate completed and forwarded to the Division Office.

Job is compeleted except for placing the seal coat which will be done at a later date by state forces.

Mr. Deam Swift, Division Engineer and Mr. L. H. Warfield, Ass't Division Engineer Inspected the project during the week.

Final Report.

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

Signed Lowell M Stratton

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.27			0.27
Miles partially completed					
Miles completed		0.27			0.27
Total estimated quantities		811			602
Estimated quantities moved or placed to date		811			602
Average daily quantities		150			
Average daily quantities necessary to complete project on time		0			
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		13			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

quipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Loader 1, Trucks 10 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	"		
Tuesday	"		
Wednesday	Showers		
hursday	Cloudy		
riday	Showers		
aturday	"		

RECEIVED
MAY 10 1955
FOR FILING

323-1704
4414

May 9, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose herewith for your files four fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4397, for paving on the Madras ("B" & 10th Sts.) Section in Jefferson County, awarded April 13, 1955.

Contract No. 4411, for grading and paving on the Falls City (N. Main & Dayton Sts.) Section in Polk County, awarded April 14, 1955.

Contract No. 4414, for paving on the Shaniko ("E" & 4th Sts.) Section in Wasco County, awarded April 14, 1955.

Contract No. 4418, for paving on the Stayton (10th Street) Section in Marion County, awarded April 21, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

RECEIVED
APR 15 1955
FOR FILING

333-1904
4414

April 15, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 awarded to you State Highway Contract No. 4414 for paving "E" and 4th Streets in Shaniko in Wasco County.

This award was based on your bid of $8,342.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 7 1955
FOR FILING

333-1704
4414

April 7, 1955

Mary Reeder, City Recorder
City Hall
Shaniko, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Shaniko covering the Special City Allotment project on Fourth Street from "C" Street to "F" Street, and "E" Street from Fifth Street to Fourth Street in the City of Shaniko.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 11 1955
FOR FILING

Fin. & Accts
Allocations
To Cities

Shaniko.

Salem, Oregon
April 7, 1955

Sp. State tax Street funds
#111

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Shaniko covering the Special City Allotment project on Fourth Street in the City of Shaniko.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Shaniko, Oregon.

Secretary

[illegible]
Attach: 1

query to file

Memo to File

File No.

To

Date March 30, 1955

From

Subject State Highway Commission Assistance Allocations to Cities for Street Improvement.

City of Shaniko

I have checked Ordinance No. 28 of the City of Shaniko and compared the same with Title 26 of Lord's Oregon Laws, under which the City is operating according to data on file in the Supreme Court Library, with respect to the agreement to be entered into by the State Highway Commission with the said City. Based on such examination, I approve the Ordinance as to form.

I desire to point out that Title 26 of Lord's Oregon Laws, under which the City of Shaniko is operating, specifies that the City Council can not create a debt over the sum of $2500.00. Therefore, if this improvement should cost in excess of $17,500.00, I would recommend not awarding the bid unless funds are first received from the City of Shaniko.

O.E. McADAMS, JR.

State Printing 75703

ORDINANCE NO. 28

An ordinance providing for a form of agreement by and between the City of Shaniko, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of Fourth Street from "C" Street to "F" Street, and "E" Street from Fifth Street to Fourth Street, A distance of approximately 0.27 mile, and declaring an emergency.

WHEREAS, the City of Shaniko, Oregon, has heretofore made application to the State Highway Commission for assistance in repairing and reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Fourth Street from "C" Street to "F" Street, and "E" Street from Fifth Street to Fourth Street, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "EXHIBIT A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the City of Shaniko to pay all cost in excess of said $15,000;

The City of Shaniko does ordain as follows:

SECTION 1: That that certain form of agreement herein above referred to be entered into by the City of Shaniko, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Fourth Street and "E" Street, and is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3: WHEREAS, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Shaniko, Oregon, an emergency is declared to exist and this Ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as authorized by the City Charter dated March 23 1955.

Ayes 3

Nays 0

Submitted to and approved by the Mayor on the 23 day of March 1955.

Attest:

Mary Reeder
Recorder

Gerald F. Johnson
Mayor

FORM [illegible]

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 26, 1955

NOTED
Harold C. Ayers

SUBJECT: **Base Design Charts**

To: **Mr. W. E. Chandler**
Division Engineer
Division IV
Bend, Oregon

Dear Sir:

Reference is made to the **4th and "E" Sts.**
Section of the **Shaniko City St.**.

Enclosed you will find **1** base design charts prepared from laboratory tests, numbers **355287**.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

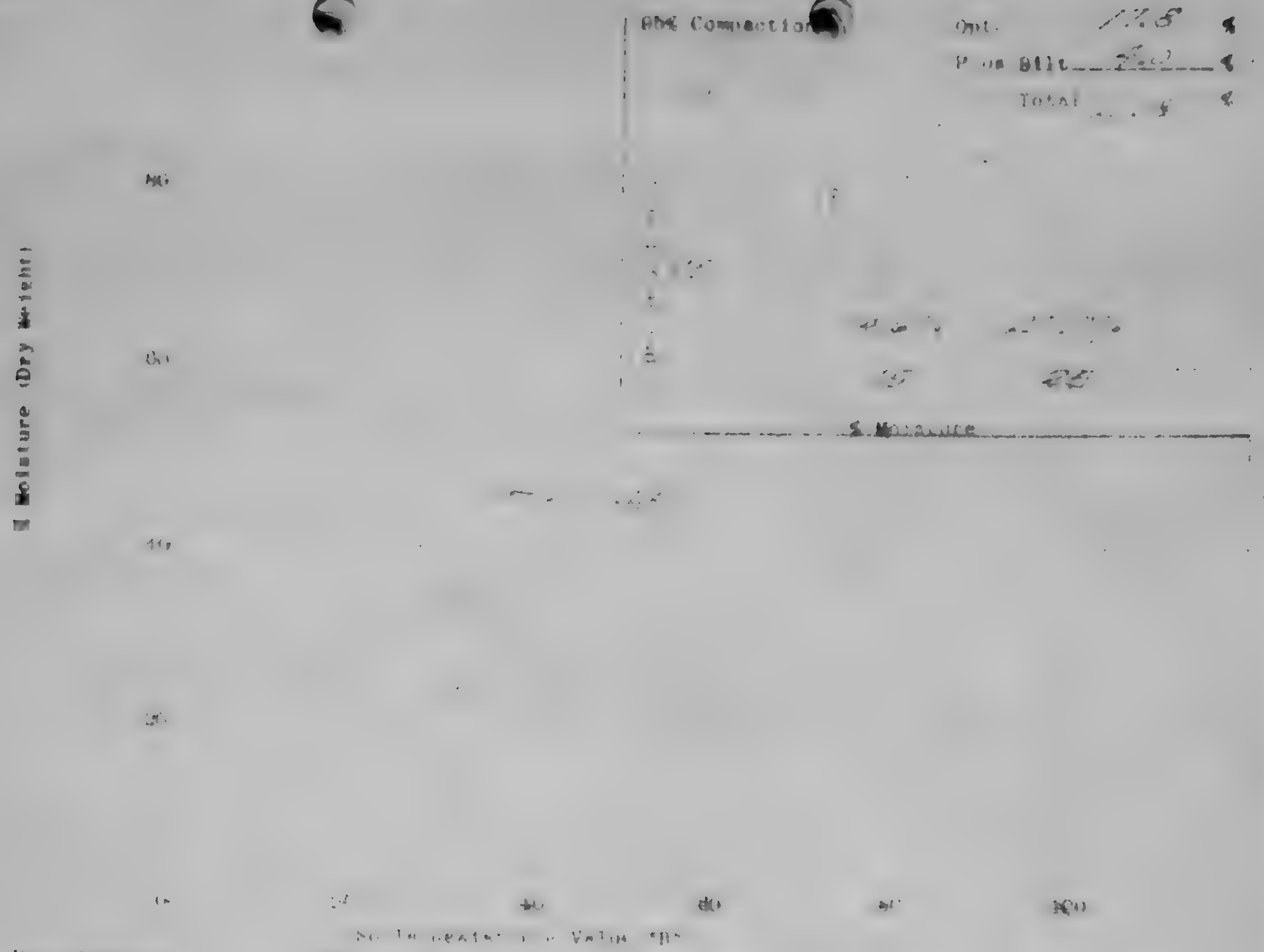
Since this soil is subject to frost action it may necessitate more ~~than~~ one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc **H. G. Smith**
L. Stratton
County and City
J. B. Scott



Data Sheet No. [illegible]

Lab. No. [illegible]

LL [illegible]

PI [illegible]

Pass 200 Screen [illegible]

HYDROMETER ANALYSIS

Particles Larger than [illegible]

2.0 mm [illegible]

Coarse Sand [illegible]

Fine Sand [illegible]

Silt [illegible] %

Clay [illegible] %

[illegible]

Natural Moisture [illegible] %

NOTE

[illegible]

Base & Seal [illegible] [illegible] %

[illegible] %

%

[illegible] Wearing Surface [illegible] %

[illegible] %

[illegible] [illegible] %

[illegible] Wearing Surface [illegible] %

Total Base & Wear [illegible] %

OREGON STATE HIGHWAY DEPARTMENT

MATERIALS DIVISION

BASE DESIGN CHART

Section [illegible]

Hwy. [illegible]

Station [illegible]

Date [illegible]

Depth

Laboratory [illegible]

Field Lab No.

County

Sack No.

Designed by

no 24

Shaniko

6-28-54

Investigated condition of Fourth Street and "E" Streets and then picked up Mayor G. P. Johnson who gave me the many reasons why the city has made the request for assistance in repairing these streets.

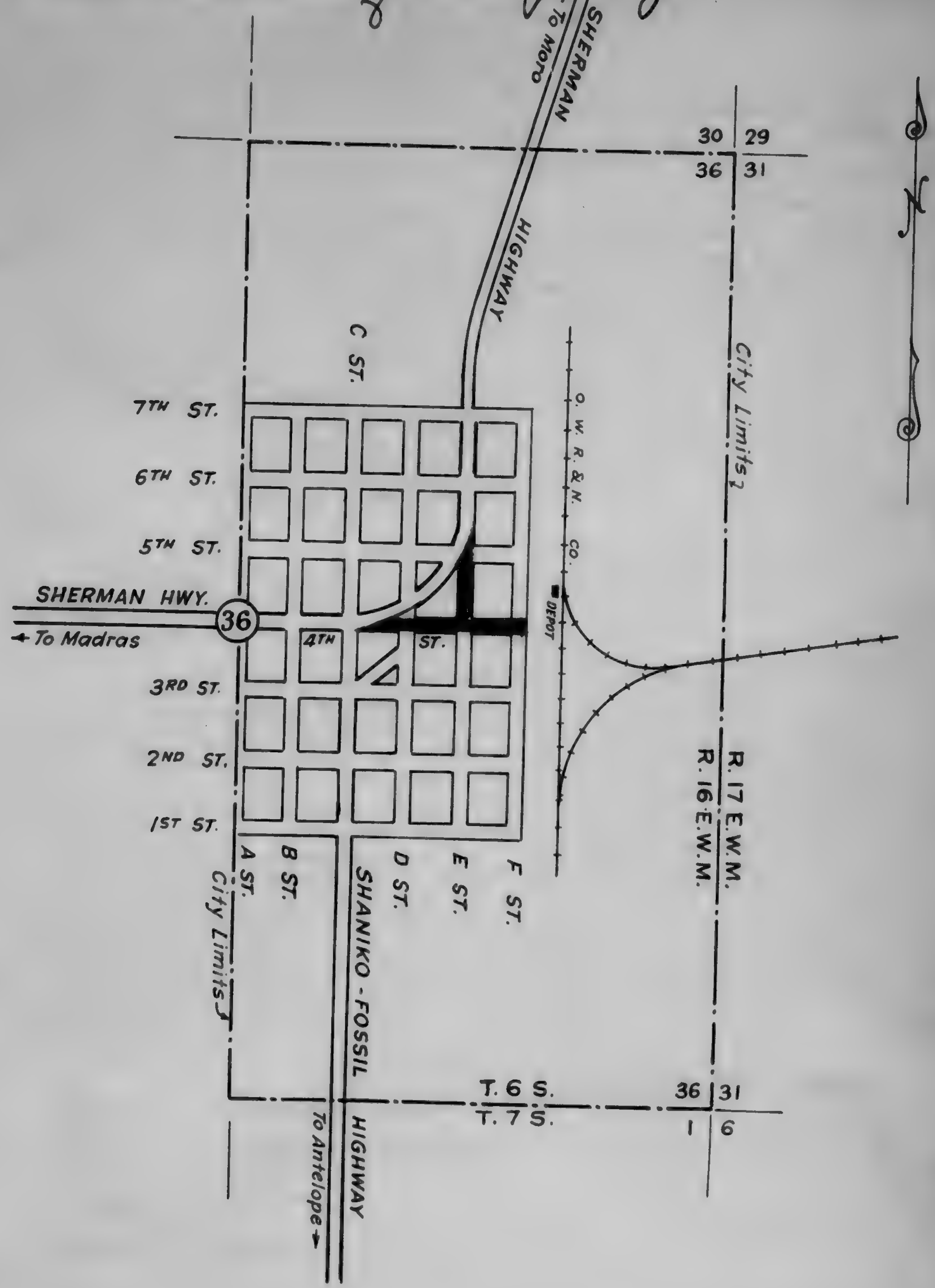
These street were the old highway through Shaniko and are now in poor condition. Due to very heavy use by large truck and trailer combinations hauling wheat. These trucks pick up wheat from farmers, in the large wheat belt in this vicinity, who have their own elevators and bring it through Shaniko to weigh. This operation goes on through most of the year, and therefore I believe we can recommend a project in Shaniko in 1955.

Due to the project in Cow Canyon believe we can get fair prices for this small project.

HCG

7th [illegible] 5.25

30 Trucks Trailer loads of wheat per day.


SHERMAN HIGHWAY
To Moro
30
29
36
31
City Limits
O.W.R.&N. CO.
DEPOT
C ST.
7TH ST.
6TH ST.
5TH ST.
SHERMAN HWY.
36
To Madras
4TH ST.
3RD ST.
2ND ST.
1ST ST.
A ST.
B ST.
D ST.
E ST.
F ST.
SHANIKO-FOSSIL HIGHWAY
To Antelope
City Limits
R. 17 E.W.M.
R. 16 E.W.M.
T. 6 S.
T. 7 S.
36
31
1
6

SHANIKO

Wasco County

Scale 1in.= 800ft.

Form CC-[illegible]

Special City Allotment

2-2-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Shaniko is an incorporated city of the State of Oregon, and has a population of 61, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

Fourth street from about midway between C & D streets to E street and fourth and E streets to fifth and E streets

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

Fourth Street from about midway between C & D Streets to E Street Fourth and E Streets to Fifth and E Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Shaniko does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate G. P. Johnson, Mayor as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of February, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Shaniko at a regular ~~or special~~ meeting of said Council, held on the 2nd day of February, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 26 day of March, 1954.

Mary Reeder
City Recorder

SHANIKO

F-73(13) Hess Cr. (Newberg) Sec., 1955
Pacific Hwy.
#4415

RECEIVED
JAN 3 - 1957
FOR FILING

W. C. Williams

December 20, 1956

FINAL COST ANALYSIS

Hess Creek Section
Contract #4415
F-73 (13)

Grading & Paving
Stevenson Constr. Co, Contractor
L. V. Blickenstaff, Resident Engineer

Pacific Hwy. West
Prefix 36-1027 F-73(13)

Item 4415	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing & Grubbing	All		$7,000.00	$	$ 2,500.00	$ 7,000.00
*Removal of pavement	733.3	Sq. Yd.	.75	.69	498.43	549.98
*Removal of Curbs	107.13	Lin. Ft.	.50	.32	44.57	53.57
*Removal of Walks	174.22	Sq. Yd.	.50	.35	61.75	87.11
*Removal of Catch Basins	4	Each	25.00	20.75	83.00	100.00
*Removal of Bridge	All		3,500.00		3,500.00	3,500.00
*Drainage Excavation	664.29	Cu. Yd.	4.00	2.47	1,590.49	2,657.16
*Spec. Earth Borrow	46,298.7	" "	.65	.62	28,603.36	30,094.16
*Spec. Rock Borrow	14,197.2	" "	1.20	1.12	15,933.18	17,036.64
*General Excav.	3,644.1	" "	.75	.66	2,415.26	2,733.08
*Excav. & Place Topsoil	3,055	" "	1.60	1.32	4,027.75	4,888.00
*Finish R/B & Slopes	.30	Mile	1,000.00	981.20	294.36	300.00
*12" Corr. Metal Pipe	162	Lin. Ft.	2.50	2.33	377.03	405.00
*12" Concrete Pipe	782	" "	2.25	1.80	1,405.84	1,759.50
*18" Concrete Pipe	725	" "	3.50	3.33	2,416.58	2,537.50
*24" Concrete Pipe	24	" "	6.00	4.56	109.36	144.00
*8" Perf. Metal Pipe	426	" "	2.25	1.99	848.36	958.50
*Special Backfill	95	Cu. Yd.	6.00	4.84	459.97	570.00
*Concrete Manholes	3	Each	300.00	300.00	900.00	900.00
*Concrete Catch Basins	12	Each	65.00	65.00	780.00	780.00
*Concrete Curbs	97.4	Cu. Yd.	40.00	40.00	3,896.00	3,896.00
*Concrete Walks	894.9	Sq. Yd.	3.25	3.25	2,908.43	2,908.43
*Expansion Joints	144	Lin. Ft.	.20	.20	28.80	28.80
*Class "A" Conc. in Stairway	6.18	Cu. Yd.	45.00	45.00	278.10	278.10

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Metal Rein. in Stairway	222	Lbs.	.15	.15	33.30	33.30
*Pipe Handrail in Stairs	41.5	Lin. Ft.	3.00	3.00	124.50	124.50
**Coarse Cr. material in Base	6423	Cu. Yd.	2.15	1.83	11,782.80	13,809.45
***3/4"-0 Mat'l in Base	2152	" "	2.25	2.05	4,416.30	4,842.00
**Sprinkling	127.5	M/Gal.	2.50	1.88	240.23	318.75
**Furn. & Place Aggregate	50	Cu. Yd.	5.50	5.00	250.03	275.00
**Furn. & Place 200-300 Asphalt	2.86	Ton	60.00	54.50	155.87	171.60
***Preparation of Base	.30	Mile	500.00	456.37	136.91	150.00
***Class "B" Asphaltic Concrete	2,278.25	Ton	7.50	6.73	15,328.63	17,086.88
***Extra for Asph. Conc. Approaches	16	Each	35.00	20.24	323.77	560.00
***Asphaltic Conc. Traffic Markers	618.8	Lin. Ft.	1.00	.83	515.65	618.80
*Class "A" Concrete	149.77	Cu. Yd.	45.00	45.00	6,739.65	6,739.65
*Metal Reinforcement	23,977	Lbs.	.115	.115	2,757.36	2,757.36
*Treated Lumber in Place	All		220.00		220.00	220.00
*PA#2 Adjust Manholes	2	Each	75.00	75.00	150.00	150.00
**PA#3 RS-2 in Seal Coat	12.5	Ton	60.50	55.00	687.50	756.25
**PA#3 Aggr. in Seal Coat	72	Cu. Yd.	7.15	6.50	468.00	514.80
*PA#4 Credit on Spec. Rock Borrow	7722.8	Cu. Yd.	.10			-772.28
***PA#5 RS-1 in Tack Coat	1.11	Ton	60.00	57.86	64.23	66.60
*PA#6 Cement Adj. favor of Contr.	1.92	Bbl.	3.85	3.85	7.39	7.39
*Force Account					996.90	1,053.36
					$119,359.64	$133,648.94

	Gross Revenue	Total Cost	Profit	% Profit
*Stevenson Constr. Co.	96,016.71	88,161.91	7,854.80	8.2%
**C. C. Meisel	18,144.45	15,091.06	3,053.39	16.8%
***J.C. Compton Co.	19,487.78	16,106.67	3,381.11	17.3%
	133,648.94	119,359.64	14,289.30	10.7%

TAIL OF COSTS on Contract #[illegible]15
evenson Constr. Co, Contractor

Labor:			
Labor		$19,883.83	
Labor Insurance		1,014.08	
			$20,897.91
Materials:			
8" Perf. Metal drain pipe	426 Ft. at $1.20	511.20	
8" Metal Bands	22 " $1.20	26.40	
8" Angles	4 at $9.92	39.68	
12" Corr. Metal Pipe	162 Ft at $1.66	268.92	
12" Corr. Metal Bands	7 at $1.66	11.62	
12" Angles	2 at $9.76	19.52	
12" Concrete Pipe	782 Ft. at .90	703.80	
18" Concrete Pipe	725 Ft. at $1.90	1,377.50	
24" Concrete Pipe	24Ft. at $2.75	66.00	
Spec. Backfill Material	95 x $3.50	332.50	
			$ 3,357.14
Equipment Rentals & Misc. Supplies:			
Equipment Rental (owned)		6,971.40	
Equipment Rental (hired)		4,711.10	
Gas, Oil & Grease		2,150.66	
Move in, Freight & Cartage		1,575.00	
Bond		495.03	
PL & PD Insurance		248.55	
Small Tools & Misc. Supplies		485.50	
Amt. Paid Snook Bros. Concrete Work		19,099.94	
Amt. Paid to Murry Brothers Clearing		2,500.00	
Amt. Paid to Johnson & Aren		3,500.00	
Amt. Paid to Beaver Exc. Co. for Hauling Excavating		20,919.68	
General Overhead		1,250.00	
			63,906.86
			$88,161.91

DETAIL OF COSTS Contract #4415
C. C. Meisel, Contractor

Labor:		
Labor	$ 3,721.00	
Labor Insurance	372.10	
		$ 4,093.10
Equipment Rental & Misc. Supplies :		
Equipment Rental (Owned)	4,360.00	
Equipment Rental Hired (Fully operated)	2,625.00	
Gas, Oil & Grease	1,908.00	
P.U.C.	56.02	
Move in, Freight & Cartage	900.00	
General Overhead	350.00	
Drill & Shoot Quarry	562.50	
Bond	189.93	
PL & PD Insurance	46.51	
		10,997.96
		$ 15,091.06

DETAIL OF COSTS on Contract #[illegible]15
J. C. Compton, Contractor

Labor:			
Labor			
Labor Insurance		$ 4,810.33	
Health & Welfare		351.15	
		185.00	
			$ 5,346.48
Materials:			
100-120 Asphalt in Class "B"	151.17 Tons at $22.50		
RS-1 Asphalt	1.11 Tons at $ 49.12	3,401.32	
Freight on Asphalt		54.53	
		258.88	
			$ 3,714.73
Equipment Rental & Misc. Supplies:			
Equipment Rental Owned			
Equipment Rental Hired		3,229.58	
Gas, Oil & Grease		802.50	
Bond		578.57	
P.U.C.		116.93	
PL & PD Insurance		43.55	
Heating Oil		66.83	
Home Office & General Overhead		467.37	
Paid Meisel for furnishing & placing Seal Coat Asphalt & Aggregate		584.63	
		1,155.50	
		$	7,045.46
		$	16,106.67
	Total Cost		$ 119,359.64

State Oregon

Contract #[illegible]15

Remarks:

This was a "Federal Aid Primary Project" calling for grading and paving 0.30 mile of highway roadbed on the Hess Creek (Newberg) Section of the Pacific highway west in Yamhill County.

The contract was bid March 2, 1955, awarded April 15, 1955, work started April 26, and the project was completed November 11, 1955.

The clearing was performed by Murray Brothers, and good progress was made on the clearing, realizing a good profit.

The concrete work was done by Snook Brothers Cement Contractors.

The contractor performed the excavation, borrow, and the laying of the culvert pipe. Equipment used by the contractor was 1-3/4 C.Y. shovel, 1-D-8 Cat & Dozer, 1-Cat #12 Grader. The hauling of the borrow excav. and the general excavation was done with hired equipment belonging to the Beaver Exc. Co. When the fill was built up to handle the traffic on the north side of the highway bridge, Johnson & Aken moved in and removed the old bridge using the old concrete in the fill, the timbers and the lumber in the sidewalk was salvaged by the contractor.

C. C. Meisel, Crushing contractor crushed all of the rock for the base & shoulder from the State owned quarry located about 0.1 mile southeasterly from Pacific Highway West at a point approximately 0.5 mile southerly from the junction at the Yamhill-Newberg and Pacific Highway West highways in the city of Newberg, this quarry was also used in producing rock for another contract in the vicinity.

The J. C. Compton Co. produced and laid the asphaltic concrete material, their paving plant was setup at the Rex quarry where they produced the asphaltic concrete for the East Unit, Carlton Jct.-Newberg contract.

The Contractors had good bid prices, equipment, and supervision realizing a good profit.

M. N. Juve
Chief Cost Analyst

By .. George Kayser

1956

OR FILING

F-73(13)
4415

State Oregon

Project No. F-73(13)

OPR8-1968

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 23rd day of April, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 28th day of January, 1955, a program, which was approved on the 4th day of February, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 15th day of February, 1955, and the sum of ninety-four thousand and 00/100 dollars ($94,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT [illegible]HE DISPOSAL OF THE HIGHWAY [illegible]EPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 825+00 and 840+99, Newberg city limits easterly, , length 0.303 miles, in Yamhill County, being Oregon project No. F-73(13), consisting of 0.303 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **ninety-four thousand and 00/100** dollars ($**94,000.00**), which does not exceed the authorized Federal pro rata share of **one hundred fifty-five thousand, nine hundred and 30/100** dollars ($**155,900.30**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon** (Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agree-ment for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL:

Assistant STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

A4.62

Oregon State Highway Department

Federal Aid Project
No. F-73(13)

HESS CREEK (NEWBERG) SECTION

OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, Feb. 27, 1956

Type Code 6201
Roadway (Sta. 825+00 to Sta. 840+99)(Contract No. 4415)

All Required	Clearing and Grubbing		$ 7,000.00
580 sq. yds.	Removal of Pavement	$ 0.75	435.00
80 lin. ft.	Removal of Curbs	0.50	40.00
450 sq. yds.	Removal of Walks	0.50	225.00
1 only	Removal of Catch Basins	25.00	25.00
All Required	Removal of Bridge		3,500.00
380 cu. yds.	Drainage Excavation, Unclassified	4.00	1,520.00
71,100 cu. yds.	Special Earth Borrow Excavation, Unclassified	0.65	46,215.00
7,900 cu. yds.	Special Rock Borrow Excavation, Unclassified	1.20	9,480.00
3,100 cu. yds.	General Excavation, Unclassified	0.75	2,325.00
4,200 cu. yds.	Excavating and Placing Topsoil	1.60	6,720.00
0.30 mile	Finishing Roadbed and Slopes	1,000.00	300.00
140 lin. ft.	12" Corrugated Metal Pipe	2.50	350.00
370 lin. ft.	12-inch Concrete Pipe	2.25	832.50
130 lin. ft.	15-inch Concrete Pipe	2.30	299.00
560 lin. ft.	18-inch Concrete Pipe	3.50	1,960.00
30 lin. ft.	24-inch Concrete Pipe	6.00	180.00
250 lin. ft.	8-inch Perforated Metal Drain Pipe	2.25	562.50
36 cu. yds.	Special Backfill in Drains	6.00	216.00
1 only	Concrete Manholes	300.00	300.00
11 only	Concrete Catch Basins	65.00	715.00
110 cu. yds.	Concrete Curbs	40.00	4,400.00
430 sq. yds.	Concrete Walks	3.25	1,397.50
30 lin. ft.	Expansion Joints in Walks	0.20	6.00
5,000 cu. yds.	Coarse Crushed Material in Base	2.15	10,750.00
810 cu. yds.	3/4" - 0 Material in Base	2.25	1,822.50
140 M-gal.	Sprinkling	2.50	350.00
36 cu. yds.	Furnishing and Placing Aggregates	5.50	198.00
4 tons	Furnishing and Placing 200-300 Asphalt	60.00	240.00
0.30 mile	Preparation of Base	500.00	150.00
96 cu. yds.	3/4" - 0 Material in Binder Course	5.00	480.00
16 tons	RC-3 Asphalt in Binder Course	50.00	800.00
2,200 tons	Class "B" Asphaltic Concrete	7.50	16,500.00
7 only	Extra for Asphaltic Concrete Approaches	35.00	245.00
520 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	520.00
184 cu. yds.	Class "A" Concrete	45.00	8,280.00
30,300 lbs.	Metal Reinforcement	0.115	3,484.50
			$132,823.50

[illegible] Code X005
Roadside Improvement (Sta. 825+00 to Sta. 840+99)(Contract No. 4602)

All Required	Overhead Irrigation System		$ 2,145.75
1,100 cu. yds.	Excavating and Placing Topsoil	$ 1.81	1,991.00
590 lin. ft.	4-foot Chain Link Wire Mesh Fence	1.81	1,067.90
800 only	Furnishing and Planting Shrubs	2.42	1,936.00
30 only	Planting Trees	0.60	18.00
8,500 only	Planting Vines	0.07	595.00
18 cwt.	Organic Fertilizer 5-3-2	4.70	84.60
73 units	Sawdust	14.60	1,065.80
			$ 8,904.05
	Subtotal		141,727.55
	10% Engr. & Cont.		14,172.75
	Total		155,900.30

Length of Roadway 0.303 mile
Cost of Roadway per mile $514,522.44

Federal Funds- -	$ 94,000.00
State Funds- -	61,900.30
	$155,900.30

State Funds for Const: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-73 (13)

HESS CREEK (NEWBERG) SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement)

Salem, Oregon, February 14, 1955

Type Code 6201
Roadway (Sta. 825+00 to Sta. 840+99)

All Required	Clearing and Grubbing		$ 2,000.00
580 sq. yds.	Removal of Pavement	$ 0.50	290.00
80 lin.ft.	Removal of Curbs	0.30	24.00
450 sq.yds.	Removal of Walks	0.50	225.00
1 only	Removal of Catch Basins	15.00	15.00
All Required	Removal of Bridge		4,000.00
390 cu.yds.	Drainage Excavation, Unclassified	2.50	975.00
71,100 cu.yds.	Special Earth Borrow Excavation, Unclassified	0.60	42,660.00
7,900 cu.yds.	Special Rock Borrow Excavation, Unclassified	1.25	9,875.00
3,100 cu.yds.	General Excavation, Unclassified	0.40	1,240.00
4,200 cu.yds.	Excavating and Placing Topsoil	1.10	4,620.00
0.30 mile	Finishing Roadbed and Slopes	750.00	225.00
140 lin.ft.	12" Corrugated Metal Pipe	3.00	420.00
370 lin.ft.	12-inch Concrete Pipe	2.00	740.00
130 lin.ft.	15-inch Concrete Pipe	2.50	325.00
560 lin.ft.	18-inch Concrete Pipe	3.00	1,680.00
30 lin.ft.	24-inch Concrete Pipe	4.50	135.00
250 lin.ft.	8-inch Perforated Metal Drain Pipe	2.50	625.00
36 cu.yds.	Special Backfill in Drains	4.50	162.00
1 only	Concrete Manholes	250.00	250.00
11 only	Concrete Catch Basins	75.00	825.00
110 cu.yds.	Concrete Curbs	45.00	4,950.00
1,100 sq.yds.	Concrete Walks	3.50	3,850.00
90 lin.ft.	Expansion Joints in Walks	0.20	18.00
10 cu.yds.	Class "A" Concrete in Stairways	60.00	600.00
680 lbs.	Metal Reinforcement in Stairways	0.14	95.20
60 lin.ft.	Pipe handrail for Stairs	4.00	240.00
5,000 cu.yds.	Coarse Crushed Material in Base	2.10	10,500.00
810 cu.yds.	3/4" - 0 Material in Base	2.50	2,025.00
140 M-gal.	Sprinkling	2.50	350.00
36 cu.yds.	Furnishing and Placing Aggregates	3.25	117.00
4 tons	Furnishing and Placing 200-300 Asphalt	50.00	200.00
0.30 mile	Preparation of Base	250.00	75.00
96 cu.yds.	3/4" - 0 Material in Binder Course	3.25	312.00
16 tons	RC-3 Asphalt in Binder Course	52.00	832.00

2,200 tons	Class "B" Asphaltic Concrete	6.50	14,300.00
7 only	Extra for Asphaltic Concrete Approaches	25.00	175.00
520 lin.ft.	Asphaltic Concrete Traffic Markers	1.00	520.00
190 cu.yds.	Class "A" Concrete	43.00	8,170.00
31,000 lbs.	Metal Reinforcement	0.14	4,340.00
All Required	Treated Lumber in Place		100.00
	Subtotal		$ 123,080.20
	10% Engr. & Cont.		12,308.02
	Total		$ 135,388.22

Length of Roadway	0.303 mile
Cost of Roadway per Mile	$446,825.80

Federal Funds.	$ 83,000.00
State Funds.	52,388.22
	$135,388.22

Oregon State Highway Department

Federal Aid
Project No. F-73 (13)

HESS CREEK (NEWBERG) SECTION OF THE PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Feb. 14, 1955

Type Code 6201
Roadway (Sta.825+00 to Sta.840+92)

All Required	Clearing and Grubbing		$ 2,000.00
580 Sq. Yds.	Removal of Pavement	$ 0.50	290.00
80 Lin. Ft.	Removal of Curbs	0.30	24.00
450 Sq. Yds.	Removal of Walks	0.50	225.00
1 Only	Removal of Catch Basins	15.00	15.00
All Required	Removal of Bridge		4,000.00
380 Cu. Yds.	Drainage Excavation, Unclassified	2.50	950.00
71,100 Cu. Yds.	Special Earth Borrow Excavation, Unclassified	0.60	42,660.00
7,900 Cu. Yds.	Special Rock Borrow Excavation, Unclassified	1.25	9,875.00
3,100 Cu. Yds.	General Excavation, Unclassified	0.40	1,240.00
4,200 Cu. Yds.	Excavating and Placing Topsoil	1.10	4,620.00
0.30 Mile	Finishing Roadbed and Slopes	750.00	225.00
140 Lin. Ft.	12" Corrugated Metal Pipe	3.00	420.00
370 Lin. Ft.	12-Inch Concrete Pipe	2.00	740.00
130 Lin. Ft.	15-Inch Concrete Pipe	2.50	325.00
560 Lin. Ft.	18-Inch Concrete Pipe	3.00	1,680.00
30 Lin. Ft.	24-Inch Concrete Pipe	4.50	135.00
250 Lin. Ft.	8-Inch Perforated Metal Drain Pipe	2.50	625.00
36 Cu. Yds.	Special Backfill in Drains	4.50	162.00
1 Only	Concrete Manholes	250.00	250.00
11 Only	Concrete Catch Basins	75.00	825.00
110 Cu. Yds.	Concrete Curbs	45.00	4,950.00
430 Sq. Yds.	Concrete Walks	3.50	1,505.00
30 Lin. Ft.	Expansion Joints in Walks	0.20	6.00
5,000 Cu. Yds.	Coarse Crushed Material in Base	2.10	10,500.00
810 Cu. Yds.	3/4" - 0 Material in Base	2.50	2,025.00
140 M-Gal.	Sprinkling	2.50	350.00
36 Cu. Yds.	Furnishing and Placing Aggregates	3.25	117.00
4 Tons	Furnishing and Placing 200-300 Asphalt	50.00	200.00
0.30 Mile	Preparation of Base	250.00	75.00
96 Cu. Yds.	3/4" - 0 Material in Binder Course	3.25	312.00
16 Tons	RC-3 Asphalt in Binder Course	52.00	832.00
2,200 Tons	Class "B" Asphaltic Concrete	6.50	14,300.00
7 Only	Extra for Asphaltic Concrete Approaches	25.00	175.00
520 Lin. Ft.	Asphaltic Concrete Traffic Markers	1.00	520.00
184 Cu. Yds.	Class "A" Concrete	43.00	7,912.00
30,300 Lbs.	Metal Reinforcement	0.14	4,242.00

Subtotal	$119,307.00
10% Engr. & Cont.	11,930.70
Total	$131,237.70

Length of Roadway	0.303 Mile
Cost of Roadway Per Mile	$433,127.72

Federal Funds	$ 81,000.00
State Funds	50,237.70
	$131,237.70

Oregon State Highway Department

Federal Aid
Project No. F-73(13)

HESS CREEK (NEWBERG) SECTION OF THE
PACIFIC HIGHWAY WEST IN YAMHILL COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 10, 1956

Type Code 6201
Roadway (Sta. 825+00 to Sta. 840+99) (Contract No. 4415)

All Required	Clearing and Grubbing	$	$ 7,000.00
580 sq. yds.	Removal of Pavement	0.75	435.00
80 lin. ft.	Removal of Curbs	0.50	40.00
450 sq. yds.	Removal of Walks	0.50	225.00
1 only	Removal of Catch Basins	25.00	25.00
All Required	Removal of Bridge		3,500.00
380 cu. yds.	Drainage Excavation, Unclassified	4.00	1,520.00
71,100 cu. yds.	Special Earth Borrow Excavation, Unclassified	0.65	46,215.00
7,900 cu. yds.	Special Rock Borrow Excavation, Unclassified	1.20	9,480.00
3,100 cu. yds.	General Excavation, Unclassified	0.75	2,325.00
4,200 cu. yds.	Excavating and Placing Topsoil	1.60	6,720.00
0.30 mile	Finishing Roadbed and Slopes	1,000.00	300.00
140 lin. ft.	12" Corrugated Metal Pipe	2.50	350.00
370 lin. ft.	12 Inch Concrete Pipe	2.25	832.50
130 lin. ft.	15 Inch Concrete Pipe	2.30	299.00
560 lin. ft.	18 Inch Concrete Pipe	3.50	1,960.00
30 lin. ft.	24 Inch Concrete Pipe	6.00	180.00
250 lin. ft.	8 Inch Perforated Metal Drain Pipe	2.25	562.50
36 cu. yds.	Special Backfill in Drains	6.00	216.00
1 only	Concrete Manholes	300.00	300.00
11 only	Concrete Catch Basins	65.00	715.00
110 cu. yds.	Concrete Curbs	40.00	4,400.00
430 sq. yds.	Concrete Walks	3.25	1,397.50
30 lin. ft.	Expansion Joints in Walks	0.20	6.00
5,000 cu. yds.	Coarse Crushed Material in Base	2.15	10,750.00
810 cu. yds.	3/4" - 0 Material in Base	2.25	1,822.50
140 M-gal.	Sprinkling	2.50	350.00
36 cu. yds.	Furnishing and Placing Aggregates	5.50	198.00
4 tons	Furnishing and Placing 200-300 Asphalt	60.00	240.00
0.30 mile	Preparation of Base	500.00	150.00
96 cu. yds.	3/4" - 0 Material in Binder Course	5.00	480.00
16 tons	RC-3 Asphalt in Binder Course	50.00	800.00
2,200 tons	Class "B" Asphaltic Concrete	7.50	16,500.00
7 only	Extra for Asphaltic Concrete Approaches	35.00	245.00
520 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	520.00

184 cu. yds.	Class "A" Concrete		
30,300 lbs.	Metal Reinforcement	$ 45.00	$ 8,280.00
		0.115	3,484.50
			$132,823.50

Type Code X005
Roadside Improvement (Sta. 825+00 to Sta. 840+99)

All Required			
	Overhead Irrigation System		
1,100 cu. yds.	Excavating and Placing Topsoil	$	$ 2,350.00
590 lin. ft.	4 feet Chain Link Wire Mesh Fence	2.25	2,475.00
800 only	Furnishing and Planting Shrubs	2.50	1,475.00
30 only	Planting Trees	1.80	1,440.00
8,500 only	Planting Vines	0.85	25.50
18 cwt.	Organic Fertiliser, 5-3-2	0.25	2,125.00
73 units	Sawdust	4.50	81.00
		12.00	876.00
			$ 10,847.50
	Subtotal		$143,671.00
	10% Engr. & Cont.		14,367.10
	Total		$158,038.10

Length of Roadway 0.303 miles
Cost of Roadway per Mile $521,577.88

Federal funds -	$ 94,000.00
State Funds -	64,038.10
	$158,038.10

F-12(13)

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 19, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4415	10-Final	Stevenson Construction Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
7580	R-148473	$ 2,190.98	4/19/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 10-15-55
Time Extensions: to 11-9-55
Completion Date: 11-9-55
Date Accepted: 1-26-56
Penalties: none
Claims: none unsatisfied
Remarks:

Date: 4-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
H. B. Glaisyer
Ass't Secretary

POSTED ON CARD
gf

Warrant Mailed: APR 20 1956
Ruth Rawlings

RECEIVED
APR 5 - 1956
FOR FILING

F - 93(12)
4415

April 5, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4415 for work performed on the Hess Creek (Newberg) Section of the Pacific Highway West in Yamhill County was completed by the contractor, Stevenson Construction Co., on November 9, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $2,190.98 will be released to the contractor on or after April 16, 1956. The total contract amount is $133,648.94, of which amount $1053.36 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

gl

Floyd Query, Assistant Secretary

NOTED ON CARD

File [illegible]

RECEIVED
MAR 28 1956
FOR FILING

F-73 (13)
4415

March 23, 1956

General Casualty Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

A letter has been received from Portland Wire & Iron Works stating that they have received a check in the amount of $244.35 from Stevenson Construction Company in payment of their claim against the contractor on Contract No. 4415 for grading and paving the Hess Creek Section in Newberg.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Stevenson Construction Company
2045 S. 19th Street
Salem, Oregon

Dooly & Company
Board of Trade Building
Portland 4, Oregon

[illegible]ED ON CARD

Lewis

RECEIVED
MAR 28 1956
FOR FILING

F-73 (13)
4415

March 23, 1956

Portland Wire & Iron Works
4644 S. E. Seventeenth Avenue
Portland 2, Oregon

Attention: Mr. C. A. Lomax

Gentlemen:

Thank you for your letter of March 21 advising that you have received a check in the amount of $244.35 from Stevenson Construction Company in payment of the claim that you had against their contract No. 4415.

We will notify the contractor and the surety that the claim has been paid.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
JF

RECEIVED
MAR 28 1956
FOR FILING

EMPIRE 2194

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Fabrication and Erection of Steel and Wire

4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

21 March 1956

REFERRED TO
BY SECRETARY

4415

Mr. H.B. Glazier
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We have this day received a check from Stevenson Construction Company, their #2586, in the amount of $244.35, which covers miscellaneous materials, i.e., pipe rails, bolts and ladder rungs, furnished them through Snook Bros., for the Hess Creek (Newberg) opp. station 841.

The file number of our notice of claim to the Secretary of State, Earl T. Newbry, is 3542.

Very truly yours,

PORTLAND WIRE & IRON WORKS

C. A. Lomax

C. A. Lomax

CAL:o
cc: Earl T. Newbry,
Sec. of State

cc: Stevenson Construction Co.
Salem, Oregon

cc: General Casualty Co. of America
Dooly & Company
Portland, Oregon

RECEIVED
[illegible] 1956
STATE [illegible] COMMISSION

NOTED ON CARD

[redacted]

STEVENSON CONSTRUCTION CO.

GENERAL CONTRACTOR

2045 SOUTH 19TH STREET
SALEM, OREGON

March 20, 1956

Portland Wire & Iron Works
4644 S. E. Seventeenth Avenue
Portland 2, Oregon

Attention: C. A. Lomax

Gentlemen:

Attached is our check No. 2586 in the amount of $ 244.35 covering payment of Sneck Bros. account with you for hardware used on our Hess Creek (Newberg) Job, Contract No. 4415.

Will you kindly inform the Secretary of the Oregon State Highway Commission that this account has been satisfied in order that your claim against our bond can be released and final payment on this contract be made.

Thank you.

Very truly yours,

STEVENSON CONSTRUCTION CO.

By
Don E. Wickman

DEW:dg

cc: Oregon State Highway Commission
Highway Building
Salem, Oregon

cc: General Casualty Company of America
Beely & Company
Board of Trade Building
Portland 4, Oregon

RECEIVED

RECEIVED
FEB 8 1956
FOR FILING

F 73 (13)
4415

Sims B

February 8, 1956

General Casualty Company of America
Portland Service Office
209 SW Fourth Avenue
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim which has been filed with the Secretary of State by the Portland Wire & Iron Works against the contract on the Hess Creek fill at Newberg.

Apparently the claim refers to our contract #4415, awarded to Stevenson Construction Company, for grading and paving Hess Creek Section on the Pacific Highway West, Newberg.

The claim is for hardware in the sum of $244.35.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

WAQ:dc
Attach.

cc: General Casualty Company of America
Dooly & Company
Board of Trade Bldg.,
Portland 4, Oregon

cc: Stevenson Construction Company
2045 South 19th Street
Salem, Oregon

NOTED ON CARD

EMPIRE 2194

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

Fabrication and Erection of Steel and Wire

4644 S. E. SEVENTEENTH AVENUE
PORTLAND 2, OREGON

January 31, 1956

To The State of Oregon:

Notice is hereby given that the undersigned Portland Wire & Iron Works has a claim for pipe rails, bolts and ladder rungs in the sum of Two hundred forty four dollars and thirty five cents against the bond taken from Dooly & Company for the work Hess creek opp. station 841 at Newberg, Oregon.

PORTLAND WIRE & IRON WORKS

C. A. Lomax

C.A. Lomax, Assistant Secretary

[illegible]

FILED
FEB 3 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
FEB 2 - 1956
EARL T. NEWBRY

RECEIVED
FEB 8 1956
FOR FILING

F-12(13)
4415

Ewing

February 8, 1956

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge your letter of February 2nd to which was attached three copies of claim filed with your office by the Portland Wire & Iron Works, against the Hess Creek contract, our contract No. 4415, awarded to Stevenson Construction Company.

This claim is in the sum of $244.35 and bears the file number 3542.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

TED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

February [illegible], 1956

4415

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from C. A. Lomax, Assistant Secretary, Portland Wire & Iron Works, 4644 S. E. Seventeenth Avenue, Portland 2, Oregon and filed as of this date, a notice of claim by Portland Wire & Iron Works for pipe rails, bolts and ladder rungs in the sum of Two hundred forty-four dollars and thirty-five cents against the bond taken from Dooly & Company for the work Hess Creek opp. station 541 at Newberg, Oregon. Our file No. 1542.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk, Records Division

[illegible]:K
Enc.

RECEIVED
FEB 6 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1956
FOR FILING

F-73 (13)
4415

January 13, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Stevenson Construction Co. on contract No. 4415, for grading and paving on the Hess Creek (Newberg) Section of the Pacific Highway West in Yamhill County. This payment, in the amount of $1,472.86, will be released to the contractor on or after January 23, 1956. The retained percentage is $4,065.71.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

File

RECEIVED
JAN 23 1956
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-73(13)

445

08-35

January 11, 1956

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-73(13), Roadside Improvement on the Hess Creek (Newberg) Section of the Pacific Highway West.

This is your authority to advertise for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
JAN 23 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 6 1956
FOR FILING

F-73 (12)
4415

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 5, 1956

Stevenson Construction Co.
2045 S. 19th St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 15 to November 9, 1955 within which to complete your contract No. 4415, for grading and paving on the Hess Creek (Newberg) Section of the Pacific Highway West in Yamhill County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

E. V. Blickenstaff,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 27 1955
FOR FILING

4415

December 23, 1955

U. S. Fidelity & Guaranty Company
201 Portland Trust Building
319 S. W. Washington Street
Portland 4, Oregon

Attention: Mr. Richard C. Thompson
Surety Department

Gentlemen:

This is in reply to your letter of December 19 in which you refer to a financial statement submitted by Stevenson Construction Company in which Mr. Stevenson claims that he had the sum of $77,568.01 payable to him for work on highway contracts as of September 20, 1955.

Our monthly estimates do not correspond exactly with the September 20 date but we have taken figures from the monthly estimates for work performed to September 9 and we find that as of September 9 Mr. Stevenson had payable to him on Contract No. 4384 the sum of $39,504.08 plus $2,418.58 as retained percentage. This contract was completed September 9, 1955.

On Contract No. 4415 for work done to September 5, 1955, we find the sum payable to Mr. Stevenson is $40,458.24 plus $10,013.91 as retained percentage. This contract was completed November 9, 1955.

If our addition is correct, the above amounts total $92,394.81, which is a little less than the amount shown by Mr. Stevenson. However, work performed between September 9 and 20 may well account for the difference.

A Very Merry Christmas to you and your staff.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

RECEIVED
DEC 16 1955
FOR FILING

F-73 (13)
4415

December 16, 1955

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

It is the intention of the State Highway Commission to release to Stevenson Construction Company a portion of the funds heretofore retained by the Commission on contract No. 4415, for grading and paving on the Hess Creek Section of the Pacific Highway West in Yamhill County.

This payment, in the amount of $6,902.87, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,020.16. The present payment will be released on or after December 27, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performanse of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

8

RECEIVED
DEC 16 1955
FOR FILING

F-73 (13)
4415

December 15, 1955

Request for extension of time
No. 31 and last
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Stevenson Construction Company for an extension of time on the Hess Creek (Newberg) Section of the Pacific Highway West, Contract No. 4415, from October 15, 1955 to November 9, 1955.

All work on this project was completed by the specified date with the exception of the handrailing on the foot bridge. The materials for this handrail were damaged at the job site and it was necessary to reorder.

The State suffered no inconvenience nor added expense because of the overrun, and I recommend that the extension be granted without penalty. Mr. C. O. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt 1g

RECEIVED
DEC 14 1955
FOR FILING

F-73 (13)
4415

December 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Hess Creek (Newberg), Contract No. 4415, Oregon F-73 (13), from October 15, 1955 to November 9, 1955 to Stevenson Construction Company, contractors.

All work on this project was completed by the specified date with the exception of the handrailing on the foot bridge. The materials for this handrail were damaged at the job site and it was necessary to reorder.

The State suffered no inconvenience nor added expense because of the overrun, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
DEC 14 1955
FOR FILING

6

F-73 (13)
4415

December 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 9, 1955 on Contract No. 4415, Hess Creek (Newberg) Section, in Yamhill County, in connection with Federal Aid Project No. F-73(13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

[illegible]:ch

Form E-1-Rev 6-55—10M

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 12, 1955

Section Hess Creek (Newberg)

Kind of work Grading & Paving

Highway Pacific, West

Section prefix 36-1027

Contractor Stevenson Construction Co

Contract number 4415

Date of contract April 15, 1955

Date of completion October 15, 1955

Date work started April 26, 1955

Estimated date of completion November 8, 1955

Project authorization $160,543.69

Exclusive of Engineering $149,127.25

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $144,029.26

Estimated per cent ~~overrun~~ or underrun . . . . 2 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $11,416.44

Engineering cost to date $13,226.30, 116 %

Date project was completed November 8, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The handrails on the stairs and the treated timber were placed this week.

The job is now complete.

THIS IS THE FINAL REPORT.

NOTED
OSCAR CUTLER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
NOV 14 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed L.V. Blickenstaff

Address 2131 S. W. Scholls Ferry Rd., Portland 1, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 88365

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 2-187X 2M 8-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

1859

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

PHONE: EM 2125

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 18 1955
FOR FILING

F 73 (13)
4415

July 7, 1955

Mr. Glenn C. Stevenson
2045 S. 19th Street
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am advised by Mr. R. H. Baldock that a special program is scheduled at the Newberg City Park and at the Herbert Hoover home, which is located just across the street west from the park, and about a block south of the Chehalem Creek Bridge. By joint action of the House and the Senate of the Oregon Legislature, Mr. Hoover has been invited to be present for the dedication of his boyhood home. A large gathering is expected, and Mr. George Layman, Mayor of Newberg, has requested that our operations in the vicinity be suspended on that date. Mr. Baldock has approved this request.

Will you please see that your operations on the Hess Creek Fill Project, contract No. 4415, are suspended on Wednesday August 10th.

Yours very truly,

A. G. Skelton
A. G. SKELTON
Division Engineer

AGS:w
cc: R. H. Baldock
L. V. Blickenstaff

RECEIVED
[illegible]
[illegible] NEER

F-73(13)
4415

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26th, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Dear Sir:

The subcontract between the Stevenson Construction Company and Snook Bros. covering items 20 to 27 inclusive and 39 to 41 inclusive on the Hess Creek (Newberg) Contract #4415, Oregon F-73(13), is approved, and you may so inform the interested parties.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:AR

cc to: W. C. Williams✓
C. G. Polk - 2

7

RECEIVED
MAY 3 1955
FOR FILING

F-73 (13)
4415

May 2, 1955

Stevenson Construction Co.
2045 S. 19th St.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4415, which was awarded to you April 15, 1955 by the State Highway Commission, for grading and paving on the Hess Creek (Newberg) Section of the Pacific Highway West in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

8

RECEIVED
MAY 5 1955
FOR FILING

F-73(13)
4415

May 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 26, 1955 on Contract No. 4415, Hess Creek (Newberg) Section, in Yamhill County, in connection with Federal Aid Project No. F-73(13).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DEP:ch

a

RECEIVED
APR 26 1955
[illegible] FILING

F-73 (1)
415

April 15, 1955

Stevenson Construction Co.
2045 South 19th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your proposal for grading and paving the Hess Creek (Newberg) Section of the Pacific Highway West immediately north of Newberg, Yamhill County, for the sum of $136,355.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4415.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc
cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

NOTED
J. Mc C.

8

RECEIVED
APR 18 1955
X FOR FILING

OREGON DISTRICT
F-73(13)
4415

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

April 15, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-73(13), Hess Creek (Newberg) Section of Pacific Highway West, we hereby concur as of this date in award of Contract No. 4415 to Stevenson Construction Company of Salem, Oregon, low bidder in the amount of $136,355.50 at the March 2, 1955 bid opening.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

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APR 18 1955
STATE H [illegible] ION

8

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APR 18 1955
FOR FILING

F-73 (13)
4415

April 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Hess Creek Section of the Pacific Highway West in Yamhill County, Project F-73 (13), to the Stevenson Construction Co. of Salem, Oregon, on the basis of the bid of $136,355.50 submitted on March 2, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

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MAR 4 1955
FOR FILING

F-93(12)
1115

March 4, 1955

Stevenson Construction Co.
2045 S. 19th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on March 2, 1955 accepted your bid in the amount of $136, 355. 50 for grading and paving the Hess Creek (Newberg) Section of the Pacific Highway West immediately north of Newberg in Yamhill County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAR 1 1955
FOR FILING

X de

OREGON DISTRICT
F-73(13)
4.115

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

February 15, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project F-73(13), Hess Creek (Newberg) Section of the Pacific Highway West. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
FEB 25 1955
OREGON
STATE HIGHWAY COMMISSION

FEB 15 1955

F-73 (13)
4445

February 14, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The program addition of Item 173, Project F-73(13), Federal-aid Primary Highway Program was approved for the Commissioner of Public Roads by Acting Deputy Commissioner G. M. Williams effective February 4, 1955.

This item will appear on the program as follows:

Item No.	173
County	Yamhill
Project No.	F-73(13)
State Route No.	US-99-W
Termini	Approx. 0.5 miles north Newberg to Newberg City Limits
Construction Cost:	
Total	$140,000
Federal Funds	84,000
State Funds	56,000
Length	0.30 miles
Character of Work Proposed:	Grade and drain, 4-lane high type pavement

This letter will confirm our previous verbal notification relative this action.

Very truly yours,

C. G. POLK
District Engineer

Original to
Mr [illegible]

RECEIVED
FEB 15 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 2 1955
FOR FILING

F-73 (13)
4415

January 28, 1955

Mr. O. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

As a part of our Federal Aid Primary Highway Program, it is our desire to contract the construction of the Hess Creek (Newberg) Section of the Pacific Highway West.

The program data for this project is as follows:

Item No.	173
County	Yamhill
Project No.	F-73 (13)
State Route No.	US-99W
Termini	Approx. 0.3 miles North Newberg to Newberg City Limits
Construction Cost:	
Total	$140,000.00
Federal Funds	84,000.00
State Funds	56,000.00
Other Funds	- -
Project Totals:	
Total Cost	$140,000.00
Federal Funds	84,000.00
Length	0.30 Mile
Character of Proposed Work	Grade and Drain 4-lane high type pavement

This section extends from a point approximately 0.3 mile north of Newberg to the city limits of Newberg. The existing highway is a 22 foot asphaltic concrete pavement. Within the limits of the project is a 500 foot bridge across Hess Creek.

Mr. G. C. Polk
January [illegible], 1955
Page 2

The proposed project is to grade, drain and construct an asphaltic concrete pavement 58 feet between curbs, with a 4 foot median strip. The existing bridge is to be removed and replaced with a fill and a concrete box culvert. Parking is not permitted along this section of highway.

The Westside Pacific Highway serves the cities and communities of the Willamette Valley located west of the Willamette River.

Traffic figures for the project are as follows:

1954 Data:

ADT	8700
Per cent commercial	14

1974 Data:

ADT	17,000
Per cent Commercial	14
30th Peak Hour	2,400

A small scale map showing the location of the project is enclosed.

To clear the project for advertising as scheduled, it is requested the program be acted upon not later than February 14, 1955.

Very truly yours,

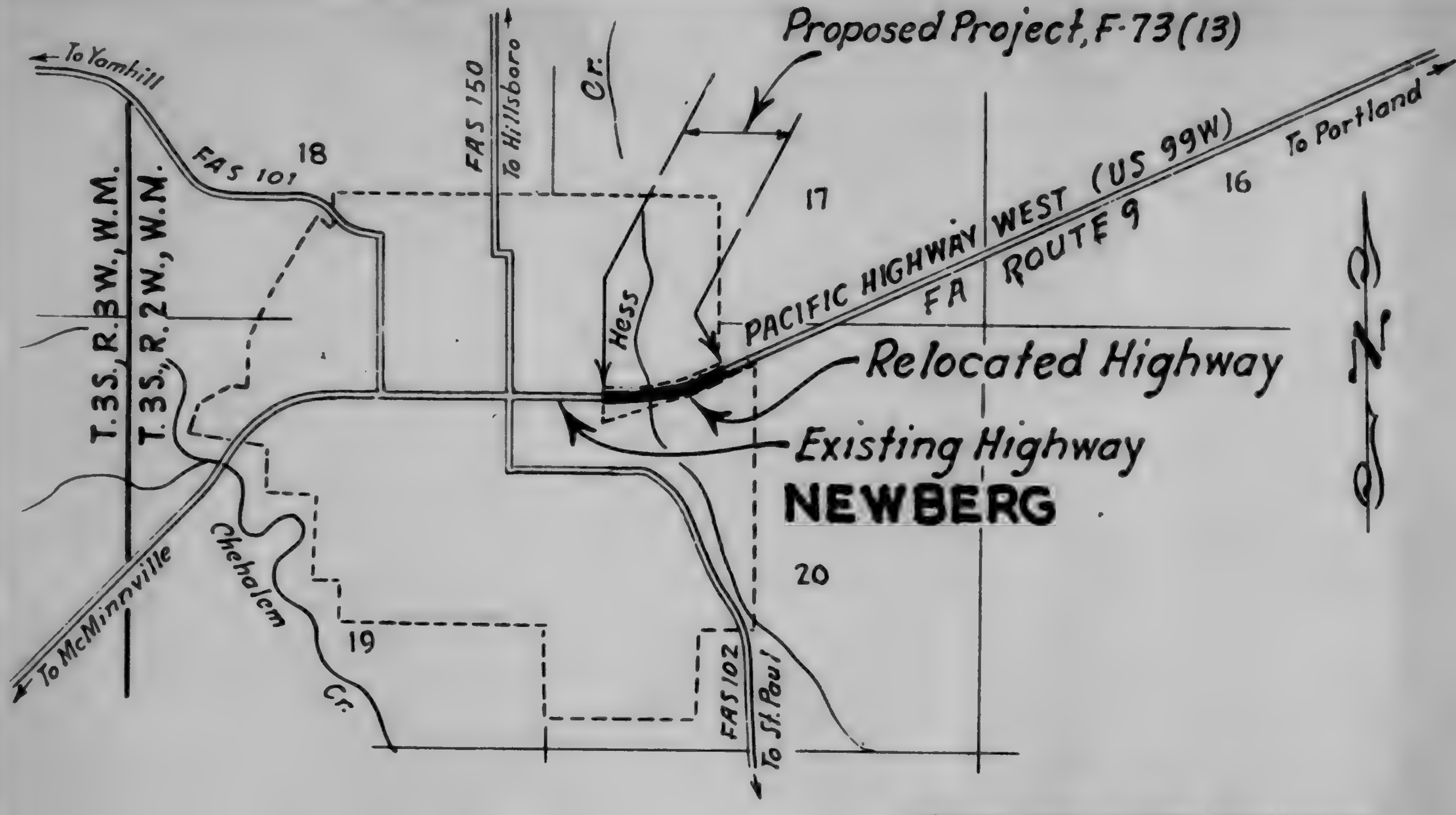
R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ia

Encl.



Proposed Project, F-73(13)
To Yamhill
FAS 101
18
FAS 150
To Hillsboro
Cr.
17
PACIFIC HIGHWAY WEST (US 99W)
FA ROUTE 9
16
To Portland
T.3S., R.3W., W.M.
T.3S., R.2W., W.M.
Hess
Relocated Highway
Existing Highway
NEWBERG
20
To McMinnville
Chehalem
Cr.
19
FAS 102
To St. Paul
N

OREGON STATE HIGHWAY DEPARTMENT

Map to Accompany Program Request

FEDERAL AID PRIMARY HIGHWAY PROJECT

ITEM NO. 173, PROJECT NO. F-73 (13)

Scale: 1" = 2000' Jan., 1955

9

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MAY 4 1955
~~FOR FILING~~

Gen. Files

2-73(13)

4415

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Sir:

NOTED
H. G. SMITH

Herewith seven copies of a sketch map for use in securing survey approval of the Hess Creek Section in Newberg. This section providing for the replacement of the bridge with a box culvert is tentatively scheduled for April, 1955, with a $100,000 setup.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

NOTED
FORREST CO

S-41 (2) Quartz Cr. Culvert and McNeil 1955
Creek Bridge

4416

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

September 28, 1956

NOTED
V. R. JONES

NOTED
J. F. HAC[illegible]

Mr. Paul Rynning
Jackson County Engineer
Courthouse
Medford, Oregon

Contract 4416
F-41(2)

Dear Sir:

Final costs are now available for the Quartz and McNeil Creek structures on FAS 287 and it has been determined that the agreed county share is $2,766.91 as shown in the attached statement. As the County initially deposited $3,000 a refund of $233.09 is due the county. As per your previous requests we have retained this refund to apply against future county Federal-aid projects.

The refunds on hand are as follows:

Hilton Bridge	$904.14
Little Applegate & Star Gulch Bridges	492.65
Quartz & McNeil Creek Structures	233.09
Total............	$1,629.88

As stated in a separate letter this date the above amount is being applied towards the advance deposit required for the North Approach, Bybee Bridge riprapping project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

Completed [illegible]

ITEMIZED STATEMENT OF FINAL COSTS

OREGON STATE HIGHWAY DEPARTMENT

Contract No. [illegible] Date [illegible]

County Jackson

FAS 287 Section Quartz and M Nei[illegible] Creek Structures

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Quartz Creek Culvert	[illegible]	$[illegible]	[illegible]	$ [illegible]
1. Remove old bridge	[illegible]	[illegible]	[illegible]	[illegible]
2. Structural excavation	[illegible]	None	[illegible]	[illegible]
3. Excavation below [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4. Class [illegible] concrete	[illegible]	[illegible]	[illegible]	[illegible]
5. Metal reinforcement	[illegible]	[illegible]	[illegible]	[illegible]
M Neil Creek Bridge	[illegible]	[illegible]	[illegible]	$ [illegible]
[illegible] Remove old bridge	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Structural excavation	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Excavation below [illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Class [illegible] concrete	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Metal reinforcement	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] Cement adjustment	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]				[illegible]
[illegible] Engineering				[illegible]
[illegible]				[illegible]
[illegible]				$ [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

RECEIVED
AUG 21 1956

S-41 (2)

4416

August 16, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are sending under separate cover three copies of revised final voucher for Quartz Creek Culvert and McNeil Creek Bridge, Project No. S-41(2) in the correct amount of $1,554.00, instead of $1,558.00 as submitted with our letter of August 7, 1956.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

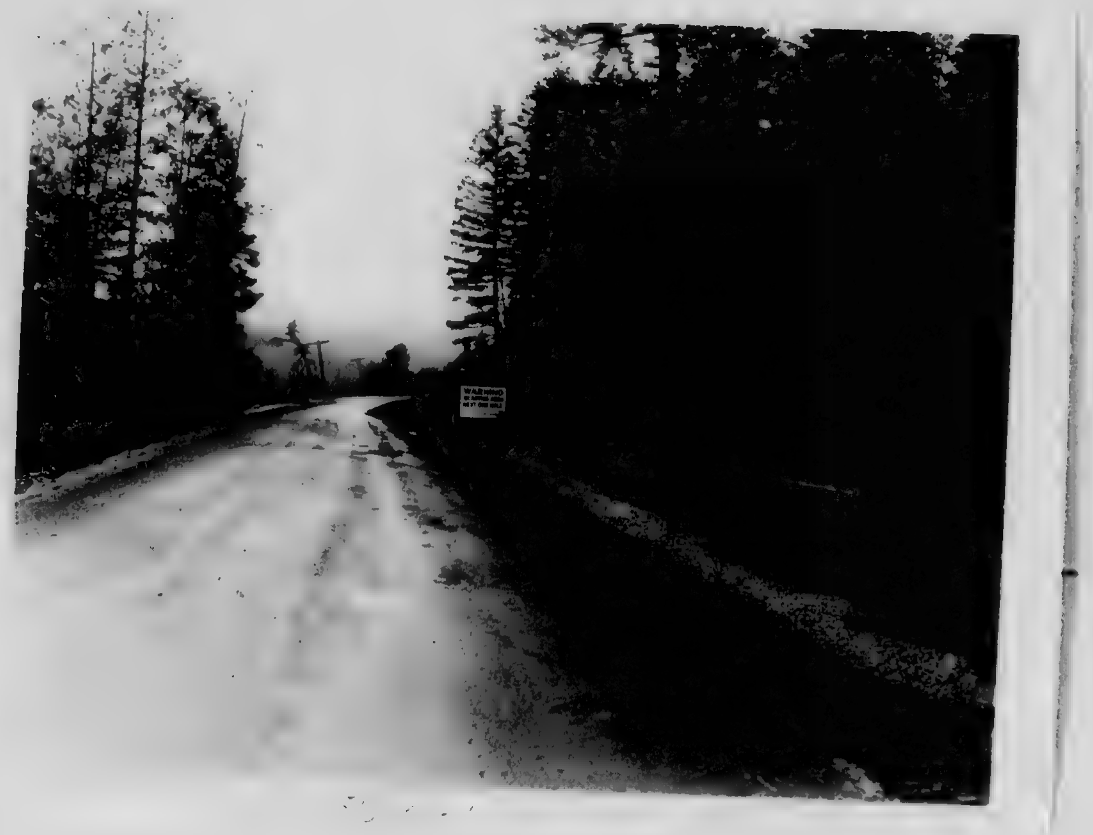
JMcia

[illegible]

FAS 281 County [illegible] Contract No.

Section

Location [illegible]



near
Reese Cr

FAS,

Sect

Loc

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

November 10, 1955

NOTED
Harold C. Ayers

Jackson County Court
Courthouse
Medford, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4416 for construction of the Quartz Creek Culvert and McNeil Creek Bridge on the Butte Falls Road, FAS 287, in Jackson County was completed on August 31, 1955.

Under the terms of the maintenance agreement signed by the Court on March 31, 1955 and by the Highway Commission on April 11, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
NOV 11 1955
FOR FILING
5-41 (2)

OREGON STATE HIGHWAY DEPARTMENT

	(date) October 19, 1955		
(CONTRACT NO.) 4416 4416	(EST. NO.) 5-Final	(CONTRACTOR) B-W Construction Co.	
(VOUCHER NO.) 21001	(WARRANT NO.) B-134357	(AMOUNT) $ 1,329.27	(DATE) 10/19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 31, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-9-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

RECEIVED
OCT 10 1955
FOR FILING

S-41
4416

October 10, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4416 for work performed on Quartz Creek Culvert and McNeil Creek Bridge on the Butte Falls Road in Jackson County was completed by the contractor, E-W Construction Company, on August 31, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,329.27 will be released to the contractor after acceptance by the Commission. The total contract amount is $13,559.39, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

PR 1677

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Jackson
Project No. S-41(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.014 miles of bridges at Quartz Creek and McNeil Creek
(Character of work)

between a point on FAS 269 approximately 8 miles south of Trail and Butte Falls,
(Control points)

consisting of no miles of roadway and two (Number) bridges totaling 0.014 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of nine thousand, one hundred and 00/100 dollars ($9,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fourteen thousand, eight hundred seventeen and 00/100 dollars ($14,817.00).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By Wm. M. Day
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—32551

RECEIVED ★ JUL 14 1955 ★

DIVISION 3
RECEIVED ★ JUL 8 1955 ★

Oregon State Highway Department

Federal Aid Secondary
Project No. S-41(2)

QUARTZ CREEK CULVERT AND McNEIL CREEK BRIDGE ON THE BUTTE FALLS ROAD IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code X028
Quartz Creek Culvert #7990 (Sta. 140+50.05 to Sta. 140+76.05)
(Contract No. 4416)

		$	$
All Required	Remove Old Bridge		300.00
35 cu.yds.	Structural Excavation	10.00	350.00
5 cu.yds.	Excavation Below Elevation Shown	10.00	50.00
70 cu.yds.	Class "A" Concrete	50.00	3,500.00
13,000 lbs.	Metal Reinforcement	0.115	1,495.00
			$ 5,695.00

Type Code X021
McNeil Creek Bridge #7997 (Sta. 162+81 to Sta. 163+31) (Contract No. 4416)

		$	$
All Required	Remove Old Bridge		400.00
90 cu.yds.	Structural Excavation	5.00	450.00
10 cu.yds.	Excavation Below Elevation Shown	5.00	50.00
85 cu.yds.	Class "A" Concrete	55.00	4,675.00
20,000 lbs.	Metal Reinforcement	0.11	2,200.00
			$ 7,775.00

Subtotal	$ 13,470.00
10% Engr. & Cont.	1,347.00
Total	$ 14,817.00

Length of 2 Structures 0.014 Mile

Federal Funds	$ 9,100.00
State Funds	2,858.50
County Funds	2,858.50
	$ 14,817.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary Funds have been deposited by Jackson County with the Highway Department.

RECEIVED
MAY 3 1955
FOR FILING

S-4416
4416

May 2, 1955

E-W Construction Company
3170 W. 11th Avenue
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4416, which was awarded to you April 20 by the State Highway Commission, covering Quarts Creek Culvert and McNeil Creek Bridge on the Butte Falls Road in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

Form A-150—10M—12-54

NOTED

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

Invoice No. 38869

Date April 26, 1955

Your Req. No.

Billing Request No. cc-149

Credit distribution: 515-106-297

Jackson County
Medford, Oregon

Attn: County Court

Advance Deposit	3,000.00
Partial transfer county's share total cost. Quartz & McNeil Creek structures, Jackson County FAS project, covered by agreement dated April, 1955	2,000.00
To be retained	$1,000.00

No 297

ACKNOWLE... REQUE...

Cash Received with Request $..................

By ....

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

April 22, 1955

Mr. Paul Rynning
Jackson County Engineer
Medford, Oregon

NOTED
Harold C. Ayers

Dear Mr. Rynning:

We received Jackson County's advance deposit and have awarded Contract No. 4416 to the E-W Construction Company for constructing the Quartz and McNeil Creek structures on FAS 287. A copy of the contract is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

Salem, Oregon
April 20, 1955

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

We have received this date advance deposits of $3,000 and $4,650 from Jackson and Hood River Counties respectively. These deposits are in connection with the Quartz Creek Culvert and McNeil Creek Bridge on FAS 287 in Jackson County and the Beals Corner-Parkdale Junction Section of FAS 580 in Hood River County. These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert
P. M. Stephenson

NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

April 20, 1955

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

The County Clerk informed me that she had mailed direct to the State Highway Commission the $3000.00 warrant covering our advance deposit on the two bridges, FAS 287.

I am giving you this information in case you are not informed within the next day or two.

Very truly yours,

Paul B Rynning

Paul B. Rynning
County Engineer

PBR:op

RECEIVED
APR [illegible] 1955
[illegible]

RECEIVED
APR 21 1955
OREGON
STATE HIGHWAY COMMISSION

9

RECEIVED
APR 26 1955
FOR FILING

2-11/21
4416

April 20, 1955

M-W Construction Company
3170 W. 11th Avenue
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your proposal for the Quartz Creek Culvert and McNeil Creek Bridge on the Butte Falls Road, approximately seven miles west of Butte Falls, in Jackson County, for the sum of $13,470.00, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4416.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Mr. F. M. Stephenson

Pacific Builder & Engineer, Inc.
Seattle, Wn.

NOTED
J. Mc C.

STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1955

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

SERVICE	
the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

$
S
E

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 20, 1955
11:00 a.m.

E-W Construction Company
3170 W. 11th Ave.
Eugene, Oregon

Contract for Quartz Creek Culvert and McNeil Creek Bridge, Jackson County, for which you submitted low bid on April 14 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Accounting (5003-900)
✓Files
C. W. Head

cc: S. H. Probert
P. M. Stephenson

RECEIVED
APR 21 1955
FORM E-30 25M 9-51 85316
FOR FILING

Const
Fed Aid
Prog & Proj

5-41(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date advance deposits of $3,000 and $4,650 from Jackson and Hood River Counties respectively. These deposits are in connection with the Quartz Creek Culvert and McNeil Creek Bridge on FAS 287 in Jackson County and the Beals Corner-Parkdale Junction Section of FAS 580 in Hood River County. These projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert
P. M. Stephenson

RECEIVED
[illegible]

RECEIVED
APR 18 1955
FOR FILING

April 15, 1955

E-W Construction Co.
3170 W. 11th Ave.
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your bid in the amount of $13,470 for construction of Quartz Creek Culvert and McNeil Creek Bridge over McNeil Creek on the Butte Falls Road in Jackson County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

NOTED
V. R. JONES

April 15, 1955

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

On April 14th the Highway Commission received a satisfactory bid from E-W Construction Company of Eugene for construction of the Quartz Creek Culvert and McNeil Creek Bridge on FAS 287. As per the agreement between state and county an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to signing of a contract. The amount of this deposit is as follows:

Bid Items	$13,470.00
12-1/2% Engineering & Contingencies	1,683.75
Estimated Total Cost...	$15,153.75
Advance Deposit of 20% = $3,030 or say	$ 3,000.00

Please make this deposit by means of a warrant or check in the amount of $3,000 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
APR 12 1955
FOR FILING

Court
[illegible]
[illegible]

April 12, 1955

County Court of Jackson County
Court House
Medford, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Jackson County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Jackson County covering the Quartz Creek Culvert and McNeil Creek Bridge on FAS 287 in Jackson County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 18 1955
FOR FILING

Const
Fed. Aid
Prog. & Proj

S-41(2)

Salem, Oregon
April 12, 1955

Maint. - 218
Finance - 75

Mr. John W. Cattrall
City & County Relations Dept.
Office

Dear Mr. Cattrall:

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Jackson County covering the Quartz Creek Culvert and McNeil Creek Bridge on FAS 287 in Jackson County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Jackson County.

Very truly yours

Secretary

FT
Attach: 5

query
to file

FORM E-90

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer Bids are to be received April 14
10-28-54 Minute Page 28
Glaisyer Jr

Attached are three copies of an agreement covering the Quartz Creek Culvert and McNeil Creek Bridge on FAS 287 in Jackson County.

Two copies of the agreement have been signed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The limiting funds shown on pages 4, 5, and 6 of the finance agreement represent the uncontracted balance of fiscal year 1956 funds available to Jackson County.

This project was approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

RECEIVED
APR 5 1955
[illegible] ENGINEER

JDG:[illegible]
Att.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

April 1, 1955

Mr. Paul B. Rynning
Jackson County Engineer
Court House
Medford, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of two copies of a finance agreement, six copies of a maintenance agreement, and five copies of an encroachment resolution covering the Quartz Creek Culvert and McNeil Creek Bridge on FAS 287 in Jackson County.

Thank you for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

YNNING
AND SURVEYOR
ENGINEER NO. 788
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

March 31, 1955

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: FAS 287

I am herewith returning, duly executed, the following:

Five copies - encroachment resolution

Six copies - maintenance agreement

Two copies - finance agreement

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:op

Enclosures 13

RECEIVED
APR 1 1955
ENGINEER
COUNTY & CITY RELATIONS

rm cc-12 (1954 Rev.)

OREGON PROJECT S-41(2)
FAS 287

RESOLUTION

WHEREAS, a county road in Jackson County, State of Oregon, known as the Butte Falls County Road, is routed through the County of Jackson, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Jackson County, the section adopted for improvement being more particularly described as follows; to wit:

> An R.C.D.G. bridge over McNeil Creek and a double reinforced concrete box culvert over Quartz Creek, located approximately 6 and 6.5 miles west of Butte Falls respectively.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Jackson will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Jackson County, Oregon, that no encroachments will be permitted on the county road known as the Butte Falls County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Jackson County, Oregon, this 31st day of March, 1955.

By
County Judge

Attest:

County Clerk

By
County Commissioner

By
County Commissioner

NOTED
V. R. JONES

March 29, 1955

NOTED
J. W. CATTRALL

Mr. Paul Rynning
Jackson County Engineer
Court House
Medford, Oregon

NOTED
Harold C. Ay rs

Dear Sir:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Quartz Creek Culvert and McNeil Creek Bridge on FAS 287 upon which bids will be received April 14th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost, including engineering and contingencies, for this project is $[illegible]9,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1955.

If satisfactory, please have the County Court sign, the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 8th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

JFH:mm
Encl.

NOTED
J. W. CATTRALL

Memo to J. W. Nash
2/24/55

McNeil Creek & Quartz Creek Structures
FAS Route 287

The McNeil Creek and Quartz Creek structures are located approximately 6 and 6.5 miles west of Butte Falls respectively. The existing bridge over McNeil Creek is a frame trestle bridge 57 feet in length with a horizontal clearance of 19'-1". The existing structure over Quartz Creek is a frame trestle 19 feet in length with a horizontal clearance of 19'-0". Both structures have deteriorated and are no longer adequate to handle the present type and volume of traffic.

The proposed project is to construct a reinforced deck girder concrete bridge over McNeil Creek and a double 12'X6' reinforced concrete box culvert over Quartz Creek. Horizontal clearance for the McNeil Creek bridge will be 30 feet and the culvert over Quartz Creek will result in a 30-foot wide roadway thereover. The bridge length will be 50 feet and the culvert length 24'-8". Jackson County will perform all required road approach work without Federal cooperation.

This road serves the City of Butte Falls and as an outlet for extensive timber lands. It also gives direct service to cattle ranches which also produce hay and dairy products.

Jackson County	Funds:	Federal	$11,400
Length:		County	3,800
McNeil Creek = 50'		State	3,800
Quartz Creek = 24'-8"		Total..	$19,000

[illegible]
[illegible] ANN

JFK:mm

PAUL B. RYNNING
ENGINEER AND SURVEYOR
REG. ENGINEER NO. 798
MEMBER A. A. E.
MEMBER P. E. O.

C. Z. BOYDEN
DEPUTY SURVEYOR
REG. SURVEYOR NO. 7
MEMBER A. A. E.

OFFICE OF ENGINEER
JACKSON COUNTY
MEDFORD, OREGON

November 24, 1954

RECEIVED
NOV 26 1954

Mr. John W. Cattrall
Engineer, County and City Relations
Oregon State Highway Department
Salem, Oregon

NOTED
J. F. HAGEMANN

To Br. Dv.
11/29/54

Dear Mr. Cattrall:

Re: FAS No. 237

I am herewith enclosing, in duplicate, vicinity maps for bridge sites at county bridges No. 253 and No. 254.

Existing Bridge No. 253 is now a single wood span with 18' clearance. It is my recommendation that it be replaced with a double 12' box culvert using a maximum height controlled by our finished grade line. The floor at this bridge site is solid rock, and the culvert will need no concrete flooring. The length of the culvert would depend upon whether or not it is a curb and rail type or whether it is just a low headwall type. The width of the road is 32' shoulder to shoulder with 24' pavement. The culvert, therefore, should be at least 28' long between curbs, or, if that type is not used, it should be at least 34' long.

Bridge No. 254 is a wood trestle, and, because there is no large size drift at this location, I would favor a quadruple 12' x 5' or 6' height box culvert. This box would have to have a concrete floor because of the gravel and clay foundation. The roadway width and the pavement width would be the same as for Bridge No. 253. Because of the length at this location, I would prefer to have a curb and handrail type structure similar to that shown on your Drawing 11136 if that is practical.

Mr. Stephenson, during his recent trip here, went over the projects on the ground with me and made several notes concerning each of these projects and, no doubt, will make proper recommendations accordingly.

NOTED
J. F. HAGEMANN

The County would like to have these structures included in the 1955 FAS program.

Very truly yours,

Paul B. Rynning

Paul B. Rynning
County Engineer

PBR:op

Enclosures 4

cc: Mr. G. S. Paxson
Assistant State Highway Engineer

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

November 1, 1954

Jackson County Court
Court House
Medford, Oregon

NOTED
V R JONES

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Jackson County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

[illegible]
Att.

cc: Mr. Paul Rynning, County Engineer

JACKSON COUNTY
PROPOSED PROJECTS

✓FAS 287 - Quartz Creek Structure, $5,000. This structure is located approximately 6-1/2 miles west of Butte Falls on the Butte Falls County Road.

The proposed project is to construct a 26' roadway multiple box culvert or bridge, whichever is the cheaper.

✓FAS 287 - McNeil Creek Structure, $12,000. This structure is located approximately 6 miles west of Butte Falls on the Butte Falls County Road.

The proposed project is to construct a 26' roadway multiple box culvert or bridge, whichever is the cheaper.

FAS 559 - Little Applegate River Bridge, $20,000. This bridge is located approximately 2-3/4 miles south of Ruch on the Upper Applegate County Road.

The proposed project is to construct a 24' roadway R.C.D.G. span 55' in length on concrete abutments. The design would be similar to that for the Evans Creek Bridge (Bridge Drawing No. 11473) designed for Jackson County this year.

FAS 559 - Star Gulch Structure, $10,000. This structure is located approximately 6.4 miles south of Ruch on the Upper Applegate County Road.

The proposed project is to construct a 24' roadway multiple box culvert or bridge, whichever is cheaper.

FAS 593 - Wagner Creek Structure, $5,000. This structure is located approximately 0.3 mile east of Talent.

The proposed project is to construct a 26' roadway double box culvert.

FAS 593 - Bear Creek Bridge, $45,000. This bridge is located approximately 0.5 mile west of Talent on the Valley View County Road.

The proposed project is to construct a bridge having a 26' roadway approximately 200' in length. This structure is County Bridge No. 22.

FAS 593 - Bear Creek Bridge, $45,000. This bridge is located near the junction of the Valley View County Road and the Pacific Highway approximately 0.5 mile northwest of the northerly city limits of Ashland.

The proposed project is to construct a bridge having a 26' roadway approximately 200' in length. This structure is County Bridge No. 23.

NOTE: All of the above projects will be for the structures only, including removal of the existing bridges. Jackson County will furnish vicinity maps for all bridge locations, provide detours, and construct road approaches as required. It is suggested that the Bridge Division contact Mr. Paul Rynning, Jackson County Engineer, to work out design details.

8/31/54

S-158(2) Beals Corner-Parkdale Jct. 1955
Sec. of the Dougherty Corner
#1417 Parkdale Road

A-120—1026—0-55

Contract 4417
S-158(2)

NOTED
[illegible]old C. Ayers

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

SALEM, OREGON

Hood River County
Hood River, Oregon

Attn: County Court

NOTED
[illegible] HAGEMANN

Invoice No. **45261**

Date May 24, 1956

Your Req. No.

Billing Request No. cc-241

Credit distribution: 514-1035-297

Final Billing County's share total cost of [illegible] Corner-[illegible] Junction Section, FA[illegible] 580, covered by agreement dated April, 1955.

Original Advance Deposit		
Less: Amt. previously transferred	4,650.00	
Balance Advance Deposit	3,000.00	
County Share of Total cost as per attached		1,650.00
Less: Amt. previously transferred	5,938.15	
Balance	3,000.00	
Amount due		2,938.15
		$1,288.15

State Printing 83944

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

May 23, 1956

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. F. HA[illegible]

Gentlemen:

Final costs of the Beals Corner-Parkdale Junction Section of FAS 580 are now available and it has been determined that the agreed County share of these costs is $5,938.15 as shown in the attached cost statement. As the County initially deposited $4,650.00 a balance of $1,288.15 is due the State. Payment should be made upon receipt of a billing request from our Accounting Division which will be forwarded within the next few days.

The increase in total costs over the estimate is due to general over-run in most quantities, particularly those for grading and drainage. If you have any questions on this matter please contact this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Att.

ITEMIZED STATEMENT OF FINAL COSTS

OREGON STATE HIGHWAY DEPARTMENT

County Hood River Contract No. 4417 Date [illegible]

FAS 580 Section Beals Corner-Parkdale Junction. Completed 9.30.55

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	L.S.	$1,25[illegible]	100%	$1,25[illegible]
2. Drainage excav., unclass.	c.y.	3.[illegible]	383.3	1,[illegible]
3. Special borrow excav., unclass.	c.y.	[illegible]	[illegible]	[illegible]
4. General excav., unclass.	c.y.	.25	3,765.3	[illegible].33
5. Short overhaul	yd.sta.	[illegible]	5,[illegible]3.3	[illegible]
6. Long overhaul	C-yd.sta.	.5[illegible]	[illegible].8	3[illegible]
7. Finish. R.B & slopes	mile	8[illegible]	1.52	1,[illegible]
8. 24" corr. metal pipe	l.f.	6.[illegible]	1[illegible]	7[illegible]
9. 12" concrete pipe	l.f.	2.1[illegible]	333	[illegible]
10. 18" " "	l.f.	[illegible]	7[illegible]	[illegible]
11. 24" " "	l.f.	[illegible]	[illegible]77	7[illegible]3.[illegible]
12. Salvage culvert pipe	l.f.	[illegible]	[illegible]8	[illegible]
13. Haul. & plac. 2"-0 mat'l in base	c.y.	[illegible]	3,[illegible]	3,[illegible]
14. Haul. & plac. 3/4"-0 mat'l in base and shoulders	c.y.	[illegible]	1,[illegible]	1,[illegible]
15. Sprinkling	M gal.	2.[illegible]	37[illegible]	[illegible]
16. Preparation of base	mile	[illegible]	1.52	[illegible]
17. 150-200 asphalt	ton	[illegible]	7[illegible]	3,[illegible]
18. RC-[illegible] asphalt	ton	[illegible]	2[illegible]	[illegible]
19. Hauling aggregates	yd.mi.	[illegible]	3,[illegible]	[illegible]
20. Placing aggregates	c.y.	[illegible]	822	[illegible]
Pay't Spec. borrow excav., unclass.	c.y.	[illegible]	1,[illegible]	[illegible]
		Subtotal		$2[illegible]
		Construction engineering		[illegible]
		Total construction costs		$2[illegible]
		Federal funds collected for project		$1[illegible]

AGREED COUNTY SHARE TOTAL COSTS

[illegible] of difference between total costs and Federal funds

($25,778.3[illegible] - $1[illegible]) x [illegible] = $[illegible]

County share total costs $[illegible]

Less County advance deposit [illegible]

BALANCE DUE STATE FROM COUNTY [illegible]

R. Y. Baldock

1-5-61

May 14th, 1956

FINAL COST ANALYSIS

~~Beals Corner-Parkdale Jun~~ction Section
Contract #4417

Dougherty Corner-Parkdale Road
Prefix 514-1035

Grading & Oil Mat Surfacing
Oregon Asphaltic Paving Co., Contractor
A. V. Benedict, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	All		$1,250	$	$ 794.63	$ 1,250.00
Drainage Excav., Unclass.	383.3	Cu. Yd.	3.00	2.20	841.74	1,149.90
Spec. Borrow Excav., Unclass.	900	" "	1.00	0.96	866.21	900.00
General Excav., Unclass.	3,765.3	" "	0.25	0.325	1,225.86	941.33
Short Overhaul	5,123.3	Yd. Sta.	0.02	0.026	133.38	102.47
Long "	68.8	C-Yd. Sta.	0.50	0.65	44.80	34.40
Finish R/B & Slopes	1.52	Mile	800.00	755.14	1,147.82	1,216.00
24" Corr. Metal Pipe	12	Lin. Ft.	6.50	5.57	66.84	78.00
12" Concrete Pipe	333	" "	2.00	1.60	533.89	666.00
18" " "	72	" "	3.00	2.59	186.32	216.00
24" " "	177	" "	4.20	3.76	666.30	743.40
Salvage Culvert Pipe	18	" "	1.00	0.96	17.35	18.00
Haul & Place 2"-0 Mat'l. in Base	5,986	Cu. Yd.	1.00	0.87	5,231.95	5,986.00
Haul & Place 3/4"-0 Mat'l. in Base & Shldrs.	1,825	" "	1.00	0.87	1,595.24	1,825.00
Sprinkling	370.5	M/Gal.	2.00	1.51	559.77	741.00
Preparation of Base	1.52	Mile	500.00	395.97	601.88	760.00
150-200 Asphalt	78.26	Ton	40.00	29.11	2,278.81	3,130.40
RS-1 Asphalt	21.54	"	40.00	31.83	685.64	861.60
Hauling Aggregate	3,699	Yd. Mi.	0.15	0.164	605.83	554.85
Placing "	822	Cu. Yd.	1.00	0.80	657.55	822.00
PA #1, Spec. Borrow Excav., Unclass.	1,571	" "	1.00	0.96	1,512.02	1,571.00
					$20,253.83	$23,567.35

Gross Revenue	$23,567.35
Total Cost	20,253.83
Net Profit	$ 3,313.52

Net Profit Equals 14.06% of Gross Revenue

Detail of Cost

Labor:

Labor	$6,562.47	
Labor Insurance	479.06	
Health & Welfare	262.60	$ 7,304.13

Materials:

150-200 Asphalt	78.22	Ton	at	$22.50	$1,759.95	
RS-1 Asphalt	21.54	"	"	25.20	542.81	
Freight on Asphalt	99.76	"	"	3.80	379.09	
24" Corr. Iron Pipe	12	Lin. Ft.	"	4.57	54.84	
24" Bands	1	Each	"	4.57	4.57	
12" Concrete Pipe	333	Lin. Ft.	"	0.94	313.02	
18" " "	72	" "	"	1.91	137.52	
24" " "	177	" "	"	2.65	469.05	
Concrete for Pipe					12.50	3,673.35

Equipment Rental & Misc. Supplies:

Equipment Rental, Owned	$2,327.53	
" " , Hired	6,185.63	
Gas, Oil & Grease	384.05	
Freight	57.34	
Bond	155.95	
P.L. & P.D. Insurance	82.00	
Small Tools & Misc. Supplies	13.15	
Home Office & General Overhead	70.70	9,276.35

Total Cost $20,253.83

Remarks:

This was a "Federal Aid Secondary Project" calling for the grading and oil mat surfacing of 1.52 miles of highway roadbed on the Beals Corner-Parkdale Junction Section in Hood River County. The project was bid April 13th, 1955 and awarded April 20th, 1955. Work started July 19th and was completed September 29th, 1955.

The contractor moved in two men and one 1-yard Traxcavator and started clearing and laying pipe July 19th. The clearing consisted of brush and heavy grass in the ditch lines which had to be removed. One 6-yard truck was used to haul and dispose of this material. As the clearing was completed the hauling of borrow started in the swampy areas to allow the equipment and local traffic to get through. This swampy condition existed throughout the project on the roadside, making the grading very slow and causing a loss to the contractor. A hired truck-mounted clamshell was used for digging channel changes and for laying of the 24-inch concrete pipe. Grading was completed August 16th and the special borrow August 19th.

The aggregate used in the construction of stone base and shoulders and oil mat surfacing was obtained from state-controlled stockpiles located adjacent to the Hood River Highway at M.P. 12.90 which is 3.8 miles from the north end of the project. One 1-yard Traxcavator and seven hired trucks, one 99W blade and one 8-ton roller were used to load, haul and place the base material. This was completed August 27th.

The oiling was delayed for a while due to other work by the contractor. Oiling work started September 23rd and was completed September 26th, 1955. The contractor shows a loss on the haul of aggregates due to having all hired trucks and a low bid price.

The contractor suffered a loss on his grading and haul but was able to show a large profit on the total project.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 11, 1956

(CONTRACT NO.) 4417
(EST. NO.) 4-Final
(CONTRACTOR) Oregon Asphaltic Paving Co.
(VOUCHER NO.) 134
(WARRANT NO.) B-140703
(AMOUNT) $ 705.57
(DATE) 1/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Sept. 30, 1955 without penalty

Completion Date: Sept. 29, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: 1956
Ruth Rawlings

RECEIVED
DEC 30 1955
FOR FILING

4417

December 30, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4417 for work performed on the Beals Corner-Parkdale Road Section of the Dougherty Corner-Parkdale Road in Hood River County was completed by the contractor, Oregon Asphaltic Paving Co., on September 29 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $705.57 will be released to the contractor on or after January 9, 1956. The total contract amount is $23,567.35 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate,Kestenfelder & Berg,Inc.
Wilcox Bldg.
Portland 4, Oregon

[illegible]

FORM S-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 23 1955
FOR FILING

5-158 (2)
4417

November 21, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from August 31 to September 30, 1955 within which to complete your contract No. 4417, covering the Neals Corner-Parkdale Road Section of the Dougherty Corner-Parkdale Road in Hood River County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

A. V. Benedict,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 14 1955
FOR FILING

5-[illegible] (?)
4417

November 10, 1955

CERTIFIED MAIL

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Oregon Asphaltic Paving Company on contract No. 4417, covering oil mat surfacing on the Beals Corner-Parkdale Road Section of the Dougherty Corner-Parkdale Road in Hood River County.

This payment, in the amount of $8,470.43 will be released to contractor on or after November 21, 1955. The retained percentage is $707.07.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

NOTED ON CARD

HOOD RIVER COUNTY COURT

JOHN H. SHELDRAKE, COUNTY JUDGE
GEORGE W. KRIEG, COUNTY COMMISSIONER
ARVO A. HUKARI, COUNTY COMMISSIONER

HOOD RIVER, OREGON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

October 20, 1955

NOTED
J. F. HAGEMANN

State Highway Department
Salem, Oregon

Attention: John W. Cattrall ✓
Engineer, County and City Relations

Dear Mr. Cattrall:

The County Court wishes to acknowledge your letter of October 18, advising that work on Contract No. 4417, the Beals Corner-Parkdale section of FAS 580 in Hood River County, was completed on September 29th.

The Court is cognizant of the fact that under the terms of the maintenance agreement the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Yours very truly,

HOOD RIVER COUNTY COURT

John H. Sheldrake
John H. Sheldrake
County Judge

JHS:di

RECEIVED
OCT 21 1955

RECEIVED
OCT 21 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

October 18, 1955

NOTED
Harold C. A[illegible]rs

Hood River County Court
Courthouse
Hood River, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4417, the Beals Corner-Parkdale section of FAS 580 in Hood River County, was completed on September 29, 1955.

Under the terms of the maintenance agreement signed by the Court on April 1, 1955, and by the Highway Commission on April 11, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

S-158(2)
4417

October 12, 1955

Mr. G. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 29, 1955 on Contract No. 4417, Beals Corner-Parkdale Section, in Hood River County, in connection with Federal Aid Project No. S-158(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DOP:ah

RECEIVED
OCT 11 1955
FOR FILING

S-458 (2)
4417

October 11, 1955

Request for extension of time
No. 5
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Oregon Asphaltic Paving Company for an extension of time on the Beals Corner-Farndale Road Section, Contract No. 4417, from August 31, 1955 to September 30, 1955.

The contractor had previously subcontracted the production of rock for two major contracts on the Pacific Highway and was requested to complete these jobs before starting the county road project.

There was very little inconvenience to the public and no added expense to the State because of the overrun. I recommend, therefore, the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

5-158 (2)

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1, 1955, 19

Section Beals Corner - Parkdale Junction

Highway Dougherty Corner - Parkdale Road

Contractor Oregon Asphaltic Paving Co.

Date of contract April 20, 1955, 19

Date work started July 19, 1955, 19

Project authorization $23,395.25

Exclusive of Engineering $21,729.75

Kind of work Grading and Oil Mat Surfacing

Section prefix 514-1035

Contract number 4417

Date of completion Aug. 31, 1955, 19

Estimated date of completion , 19

Per cent of time elapsed 122 %

Estimated cost of completed project, exclusive of engineering $ 22,200

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 1,665.52

Engineering cost to date $ 1,759, 106 %

Date project was completed Sept. 29, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the oil mat on this section Monday. Maintained Tuesday and Thursday.

Also patched a hole at station 45+60 Thursday.

Dressed shoulders and driveways Tuesday.

This section reported complete Sept. 29, 1955

NOTED

FINAL REPORT

NOTED
L. H. Young

RECEIVED
3 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
FORREST COOPER

Signed A.V. Benedict

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.52	1.52		1.52	
Miles partially completed					
Miles completed	1.52	1.52		1.52	
Total estimated quantities	6,000 C.Y.	7610 C.Y.		86 Tons	
Estimated quantities moved or placed to date	6,000	7606		85	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				10	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Calm-Clear		
Monday	Windy		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Clear-Calm		
Friday	Clear-Calm		
Saturday	Clear-Calm		

RECEIVED
JUL 25 1955
FOR FILING

S-158(2)
4417

July 22, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 19, 1955 on Contract No. 4417, Beals Corner-Parkdale Junction Section, in Hood River County, in connection with Federal Aid Project No. S-158(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

1678

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State **Oregon**
County **Hood River**
Project No. **S-158(2)**

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this **8th** day of **July**, 19**55**, by and between **The Oregon State Highway Commission** constituting for the purpose hereof the Highway Department of the State of **Oregon**, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the **23rd** day of **March**, 19**55**, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being **1.516** miles of **grading, draining, and 2-lane intermediate type surfacing** (Character of work)

between **FAS 115 near Mt. Hood and FAS 356 near Parkdale** (Control points),

consisting of **1.516** miles of roadway and **no** (Number) bridges [illegible] [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of **fourteen thousand, one hundred and 00/100** dollars ($**14,100.00**), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is **twenty-two thousand, eight hundred seventy-three and 40/100** dollars ($**22,873.40**).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

Attest

SECRETARY

—32551

RECEIVED JUL 14

RECEIVED JUL 8 1955 DIVISION 8

completion, and upon receip
time submit schedules of
official or depository
nt to receive publi
necessary to insure com-

Oregon State Highway Department

Federal Aid Secondary
Project No. S-158 (2)

BEALS CORNER-PARKDALE JCT. SECTION OF THE
DOUGHERTY CORNER-PARKDALE ROAD IN HOOD RIVER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 5231
Roadway (Sta. 0+00 to Sta. 80+05.17)(Contract No. 4417)

All Required	Clearing and Grubbing	$	$ 1,250.00
100 cu. yds.	Drainage Excavation, Unclassified	3.00	300.00
900 cu. yds.	Special Borrow Excavation, Unclass.	1.00	900.00
3,500 cu. yds.	General Excavation, Unclassified	0.25	875.00
2,800 yd. sta.	Short Overhaul	0.02	56.00
30 C-yd. sta.	Long Overhaul	0.50	15.00
1.52 mile	Finishing Roadbed and Slopes	800.00	1,216.00
20 lin. ft.	24-inch Corrugated Metal Pipe	6.50	130.00
330 lin. ft.	12-inch Concrete Pipe	2.00	660.00
100 lin. ft.	18-inch Concrete Pipe	3.00	300.00
110 lin. ft.	24-inch Concrete Pipe	4.20	462.00
20 lin. ft.	Salvaging Culvert Pipe	1.00	20.00
6,500 cu. yds.	Hauling and Placing 2" - 0 Material in Base	1.00	6,500.00
1,900 cu. yds.	Hauling and Placing 3/4" - 0 Material in Base and Shoulders	1.00	1,900.00
200 M-gal.	Sprinkling	2.00	400.00
1.52 miles	Preparation of Base	500.00	760.00
66 tons	150-200 Asphalt	40.00	2,640.00
20 tons	RS-1 Asphalt	40.00	800.00
4,600 yd. mi.	Hauling Aggregates	0.15	690.00
920 cu. yds.	Placing Aggregates	1.00	920.00
	Subtotal		$20,794.00
	10% Engr. & Cont.		2,079.40
	Total		$22,873.40

Length of Roadway 1.516 Miles
Cost of Roadway Per Mile $15,087.99

Federal Funds..	$14,100.00
State Funds..	4,386.70
County Funds..	4,386.70
	$22,873.40

[illegible] Funds For [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
Funds For [illegible] [illegible] [illegible] [illegible] [illegible]

Note: [illegible] funds have been deposited by [illegible] [illegible] County with the Highway Department.

IVED
16 1955
FOR FILING

5-25-55
4417

May 9, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4417, which was awarded to you by the State Highway Commission on April 20, covering the Beals Corner-Parkdale Road Section of the Dougherty Corner-Parkdale Road Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-150—10M—12-54

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
J. W. CATTRALL

NOTED
Harold C.

Hood River County
Hood River, Oregon

Attn: County Court

Invoice No. 38868

Date April 26, 1955

Your Req. No.

Billing Request No. cc-150

Credit distribution: 514-1035-297

RECEIVED
55

Advance Deposit

Partial transfer county's share total cost. Beals Corner - Parkdale Junction, Hood River County FAS project, covered by agreement dated April, 1955	4,650.00
To be retained	3,000.00
	$1,650.00

540

ACKNOWLE [illegible] REQUEST
Cash. Rec'd
By

State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

April 22, 1955

NOTED
Harold C. Ayers

Hood River County Court
Court House
Hood River, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Contract No. 4417 for grading and oiling the Beals Corner-Parkdale Junction section of FAS 580 was awarded to Oregon Asphaltic Paving Company on April 20th. A copy of the contract is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

April 20, 1955

Mrs. Doreen E. Imbler
Hood River County Clerk
Court House
Hood River, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Madam:

This is to acknowledge receipt of Hood River County Warrant #37702 in the amount of $4,650 which represents the County's share in the estimated total cost for construction of the Beals Corner-Parkdale Junction section of FAS 580.

A copy of the contract and a set of plans will be forwarded as soon as they are available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

4-20-55
See 702-297- Jackson Co.
Letter notifying WCW, SH Brown, E.F. [illegible]

County Of Hood River
COUNTY CLERK'S OFFICE
HOOD RIVER, OREGON

April 18, 1955

NOTED
J. W. CATTRALL

Mr. R. H. Baldock, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall
Engineer, County City Relations

Dear Sir:

Enclosed is County warrant #37702 in the amount of $4,650.00, advance deposit of 20% on estimated total cost re: Beals Corner-Parkdale Junction section of FAS 580.

Yours very truly,

D E Imbler

D. E. Imbler
County Clerk

dei/s
enc.

RECEIVED
[illegible] 20 1955
ENGINEER
[illegible]

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

April 15, 1955

NOTED
V. R. JONES

Hood River County Court
Court House
Hood River, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On April 13th the Highway Commission received a satisfactory bid from Oregon Asphaltic Paving Company of Portland for construction of the Beals Corner-Parkdale Junction section of FAS 580. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to signing of a contract. The amount of this deposit is as follows:

Bid Items	$20,794.00
12-1/2% Engineering & Contingencies	2,599.25
Estimated Total Cost..	$23,393.25
Advance Deposit of 20% = $4,674 or say	$ 4,650.00

Please make this deposit by means of a warrant or check in the amount of $4,650 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
APR 26 1955
FOR FILING

S-15(4)
4417

April 20, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your proposal for the Beals Corner-Parkdale Junction Section of the Dougherty Corner-Parkdale Road, north from Parkdale, in Hood River County, for the sum of $20,794.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4417.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attention: Dorothy McCormack

NOTED
J. Mc C.

VICE	
class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	☒
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 20, 1955
11:00 a.m.

Oregon Asphaltic Paving Co.
0441 S. W. Porter Street
Portland 1, Oregon

Contract for Beals Corner-Parkdale Junction Section of Dougherty Corner Parkdale Road, Hood River County, for which you submitted low bid on April 13 awarded you today. Contract forms follow shortly

H B GLAISYER, Secretary
OREGON STATE HIGHWAY COMMISSION

fp
CC Accounting (5003-900)
✓Files
C. W. Head

RECEIVED
APR 15 1955
FOR FILING

[illegible]

April 15, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your bid in the amount of $20,794 for grading and oiling the Beals Corner-Parkdale Junction Section of the Dougherty Corner-Parkdale Road in Hood River County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 13 1955
FOR FILING

Const.
Fed. Aid
Prog. & Proj.

S-158 (2)

Salem, Oregon
April 12, 1955

Maint. - 217
Finance - 74

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Hood River County covering the Beals Corner-Parkdale Junction section of the Dougherty Corner-Parkdale Road, FAS 580 in Hood River County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Hood River County.

Secretary

rn
Attach: 5

Query
to file

FORM E-30 26M 9-51 58316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

NOTED
W. C. WILLIAMS

L

Attached are three copies of an agreement covering the Beals Corner-Parkdale Junction section of the Dougherty Corner-Parkdale Road, FAS 580 in Hood River County.

Two copies of the agreement have been signed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

The limiting funds shown on pages 4, 5, and 6 of the finance agreement represent the uncontracted balance of fiscal year 1956 funds available to ~~Jackson~~ Hood River County.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

RECEIVED
APR 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

AUTHORIZED BY HIGHWAY C[illegible]
DATE 8-9-54 Minute Page 42
Secretary

JDG:mm
Att.

Bids are to received 4-13-55

County Commissioner

cc-12 (1954 Rev.)

OREGON PROJECT S-158(2)
FAS 580

RESOLUTION

4-1-55

WHEREAS, a county road in Hood River County, State of Oregon, known as the Dougherty Corner-Parkdale County Road, is routed through the County of Hood River, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Hood River County, the section adopted for improvement being more particularly described as follows; to wit:

> From a county road junction immediately east of Woodworth, southerly to a junction with the Hood River State Highway immediately east of Parkdale, a distance of 1.516 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Hood River will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Hood River County, Oregon, that no encroachments will be permitted on the county road known as the Dougherty Corner-Parkdale County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Hood River County, Oregon, this 1st day of April, 1955.

ttest:

D E Smbler
ounty Clerk

By John H. Sheldrake
County Judge

By George W. King
County Commissioner

By
County Commissioner

JFH:mm
Encl

John W. [illegible]
Engineer, County and City Relations

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 29, 1955

Hood River County Court
Court House
Hood River, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Beals Corner-Parkdale Junction section of FAS 580 upon which bids will be received April 13th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost, including engineering and contingencies, for this project is $30,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 8th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl

NOTED
V. R. JONES

NOTED
Harold C. Ayers

March 23, 1955

NOTED
J. W. CATTRALL

Mr. D. E. Imbler
Hood River County Clerk
Court House
Hood River, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of four copies each of five option forms covering right-of-way required for the Beals Corner-Parkdale Junction section of FAS 580.

We are returning three copies of each option for the County's records. These options should be retained by the county until proper deeds have been executed and then disposed of as the county desires.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.
cc: Honorable John H. Sheldrake

County Of Hood River
COUNTY CLERK'S OFFICE
HOOD RIVER, OREGON

March 21, 1955

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: John W. Cattrall
Engineer, County & City Relations

Dear Sir:

Enclosed are the copies of option forms covering the rights of way required for the Beals Corner-Parkdale Junction section of FAS 580.

All copies have been signed by the grantors as set forth in the options.

Yours very truly,

D. E. Imbler
County Clerk

dei/s
enc.

RECEIVED
MAR [illegible] 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

March 15, 1955

Hood River County Court
Court House
Hood River, Oregon

FAS 580

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are four copies of an option covering additional right of way required in connection with the Beals Corner-Parkdale Junction FAS project. Also enclosed are three prints of a right of way map showing the property described in the option.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

FORM E30—50M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1955

SUBJECT: Beals Corner-Parkdale Junction
Hood River County Road

To: Mr. John W. Cattrall
City and County Relations
BUILDING

Dear Sir:

Attached you will find option form in quadruplicate, covering right of way to be acquired in connection with the Beals Corner-Parkdale Junction Section of the Hood River County Road in Hood River County, together with copy of Statement of Information.

Also attached are three prints of revised map No. 7B-30-20, covering this section and bearing our date of 3-10-55.

Very truly yours,

Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:l
Enc: 1 option form, in quad.
3 prints of Map #7B-30-20.

NO.	NAME	AREA
22972	Josephine H. Pond	0.08 acre

NOTED
[illegible]

[illegible]

[illegible]

NOT[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 3, 1955

SUBJECT: County options
Beals Corner-Parkdale Junction
Hood River County Road

To:

Mr. John W. Cattrall
City & County Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find four option forms in quadruplicate covering right of way to be acquired in connection with the Beals Corner-Parkdale Junction Section of the Hood River County Road in Hood River County, together with copies of statements of information.

Also attached are three prints of Map No. 7B-30-20 covering this right of way and bearing our date of 3-2-55.

File No.	Name	Area
22944 ✓	Lewis A. Merz and Janice E. Merz	0.10 acre
22945 ✓	Mamoru Noji and Ayako Noji	0.01 acre
22946 ✓	Kikue Suzuki and Hideo Suzuki	0.35 acre
22947 ✓	Glenn E. Miller	0.07 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By EFS
Earl F. Saling
Right of Way Office Manager

ML:ls
Attach: 4 options in (4)
3 prints of 7B-30-20

cc: J. D. Walker

P. S. This contract is scheduled for letting April 7,55.

NOTED
J. W. CATTRALL

March 22, 1955

Honorable John H. Sheldrake
Hood River County Judge
Court House
Hood River, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

Mr. Dean Swift, Assistant Division Engineer, in a letter to you dated February 11, 1955, advised you of the approximate quantity of rock by sizes required for the Beals Corner-Parkdale Junction section of FAS 580.

The design has since been revised in Salem and the quantity of 2"-0" rock increased to 6,500 cubic yards and of 3/4"-0" rock to 1,900 cubic yards. The quantity other sizes remains the same.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

C O P Y

February 11, 1955

NOTED
J. W. CATTRALL

Mr. John H. Sheldrake
County Judge
Hood River, Oregon

Dear Sir:

Please be advised that the following quantities of crushed rock will be needed for the Beals Corner-Parkdale Section, which is being submitted to Salem this date for contract letting:

Size:	Quantity:
2"-0	5,600 cu.yds.
3/4"-0	1,800 cu.yds.
1¼-3/4"	410 cu.yds.
3/4"-1/2"	170 cu.yds.
1/2"-1/4"	170 cu.yds.
1/4"-#10	107 cu.yds.

Very truly yours,

W. E. Chandler
Division Engineer

By
DEAN SWIFT
Assistant Division Engineer

DS:bd

NOTED
J. [illegible]

RECEIVED
MAR 17 1955
[illegible]

Salem, Oregon
February 14, 1955

Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

The field data for the Beals Corner-Parkdale section of FAS 580 in Hood River County has been examined and found to be consistent with the project as proposed by the county and approved by the Highway Commission.

The field estimate of $26,500 exceeds the $20,000 originally programmed; however, Hood River County has additional FAS funds available.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: Mr. V. G. O'Neil

Memo to J. W. Nash
2/14/55

NOTED
Harold C. Ayers

Beals Corner-Parkdale Junction Section
FAS Route 580

This project extends from a county road junction approximately 1 mile east of Woodworth, southerly to the south end of FAS 580 at its junction with the Hood River State Secondary Highway, FAS 356, approximately 0.5 mile east of Parkdale.

The proposed project is to grade (generally widening with one minor line change to eliminate two short curves), place base material, and construct a type O-11 oil mat wearing surface 20 feet in width with 2-foot shoulders.

All aggregate used in constructing the base, oil mat, and shoulders is to be furnished by Hood River County without charge.

This road serves a section of the highly developed, irrigated Hood River Valley. The principal crop produced is soft fruit.

Hood River County
1.52 miles.

Funds:

Federal	$18,000
County	6,000
State	6,000
Total...	$30,000

JFH:mm

NOTED
V. R. JONES

August 12, 1954

Hood River County Court
Court House
Hood River, Oregon

FAS 580

NOTED
Harold C. Ayers

Gentlemen:

On August 9th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Hood River County as shown in the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

If you wish any further information on this matter, please advise.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

HOOD RIVER COUNTY
PROPOSED PROJECT

FAS 580 - Beals Corner-Dougherty Corner Section, 0.98 Miles, $18,000. This section was approved on September 24, 1953, as a project for construction with 1955 FAS funds of which $42,000 is available. The county has requested that 1956 funds as required to cover the entire cost of the project be added to the original programmed amount. This is estimated to be $18,000 for a total including 1955 funds of $60,000.

X FAS 580 - Beals Corner-Parkdale Junction Section, Approximately 1.5 Miles, $20,000. This section extends from the existing oiled surface at Beals Corner southerly to the Hood River State Secondary Highway approximately 1/2 mile east of Parkdale.

The proposed project is to widen the grade as required, place additional base rock as required, and place a 20' wide 0-11 with 2' shoulders. All aggregate required for base, shoulders, and oil mat will be furnished by Hood River County at no cost to the contractor at the county crusher site at Trout Creek. This project will be the same type of construction as the easterly 1/2 mile of the Beals Corner-Dougherty Corner Section.

7/9/54

324-1710 Stayton (10th St.) Paving 1955
Project

4418

Form A-150—10M—12-54

NOTED
J. W. CATTRALL

NOTED
Harold [illegible]

NOTED
V. R. JONES

RECEIVED
JAN 30 1956
ENGINEER
COUNTY & CITY RELATIONS

INVOICE

Oregon State Highway Department

Salem, Oregon

Invoice No. 43414

Date January 27, 1956

Your Req. No.

Billing Request No. cc-210

Credit distribution: 324-1710-295

City of Stayton
Stayton, Oregon

Attn: Ward Inglis, City Recorder

Agreed City of Stayton share of 1955 Special City Allotment project for reconstructing Tenth Street. Covered by agreement dated April 5, 1955.

Total cost as per attached statement	20,962.79	
Less: Agreed State share	15,000.00	5,962.79
Advance Deposit		5,900.00
Balance due		$ 62.79

NOTED
J. F. HAGEMANN

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

NOTED
Harold C. Ayers

January 26, 1956

Mr. Ward A. Inglis
City Recorder
Stayton, Oregon

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

Dear Sir:

Final costs on the Special City Allotment project on Tenth Street in Stayton are now available and the agreed city's share of the total costs, as shown in the attached statement, is $5,962.79.

As the initial deposit by the city for the project was $5,900, a balance of $62.79 is due the state from the city. A billing for this amount will be forwarded by our Accounting Division within the next two weeks.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Att.

Stayton '55
250,000 File

OREGON STATE HIGHWAY DEPARTMENT STATEMENT OF FINAL COSTS

Stayton City Allotment Project
Contract No. 4418
Grading & Paving on Tenth Street January 26, 1956

Payments to Contractor:

	Item	Quantity		@	Total
1.	Drainage Excavation	5.99	c.y.	$ 4.00	$ 23.96
2.	General Excavation	771.60	c.y.	1.00	771.60
3.	Concrete Inlet Box	1	only	100.00	100.00
4.	12" Concrete Pipe	108	lin. ft.	1.75	189.00
5.	Crusher Run Rock in Base	1885	c.y.	2.75	5,183.75
6.	3/4"-0 Material in Base & Shldrs.	855	c.y.	3.00	2,565.00
7.	Sprinkling	46.25	M/gal.	2.50	115.63
8.	Class B Asphaltic Concrete	1222.74	Tons	6.50	7,947.81
9.	Aggregate in Seal Coat	80	c.y.	6.00	480.00
10.	RS-2 Asphalt in Seal Coat	7.75	Tons	60.00	465.00

Subtotal, Contract Items....	$17,841.75
Construction Engineering....	1,987.91
Survey....	1,133.13
TOTAL COST....	$20,962.79
Less Agreed State Share....	15,000.00
	$ 5,962.79
Less City Advance Deposit....	5,900.00
BALANCE DUE FROM CITY....	$ 62.79

ECA:mm

NOTED
Harold C. Ayers

FORM E30—60M—2-53—52996

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
January 25, 1956

SUBJECT: Final Costs
Special City Allotment Project
City of Stayton

To: John W. Cattrall

Attention: H. C. Ayers

The total charges in our Cost Records covering the Tenth Street City Allotment project in the city of Stayton are as follows:

Survey costs, 324-1437-900	1954	$ 8.92	
	1955	1,124.21	$ 1,133.13
Contract payments, 324-1710-201	1955	$17,841.75	
Engineering costs, 324-1710-900	1955	1,987.91	19,829.66
Total costs			$20,962.79

C H Maison
C. H. Maison

JPB:rh

NOTED
J. W. CATTRALL

RECEIVED
JAN 26 1956
ENGINEER

RECEIVED
JAN 26 1956

NOTED
J. F. HAGEMANN

NOTED
Harold C. A.. rs

Salem, Oregon
January 24, 1956

Final Costs
Special City Allotment Project
City of Stayton

Mr. C. H. Maison
OFFICE

We desire to final out the account with the city of Stayton re the Special City Allotment project approved by the Commission on December 7, 1954. The city has $5,900 in the advance deposit account.

Will you please have a check made of this account and advise this office of the total charges assessed against the project.

H. C. Ayers
Field Engr., County & City Relations

HCA:mm

File

RECEIVED
SEP 30 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) September 28, 1955

324-1710

4415

(CONTRACT NO.) 4418

(EST. NO.) 4-Final

(CONTRACTOR) Warren Northwest, Inc.

(VOUCHER NO.) 19694

(WARRANT NO.) R-133009

(AMOUNT) $ 535.25

(DATE) 9/28/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Aug. 6, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

NOTED ON CARD
f

Warrant Mailed:

Ruth Rawlings

RECEIVED
SEP 19 1955
FOR FILING

[illegible]
4418

September 16, 1955

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract No. 4418 for work performed on the Stayton city street project, 10th Street, Marion County was completed by the contractor, Warren Northwest, Inc., on August 6, 1955, but has not as yet been accepted by the Commission.

Final payment in the amount of $535.25 will be released to the contractor after acceptance by the Commission. The total contract amount is $17,841.75, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Federal Insurance Company
Robert E. Wallace, Manager
320 California Street
San Francisco 4, California

RECEIVED
SEP 1 - 1955
FOR FILING

[illegible]
4418

August 31, 1955

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. in connection with contract No. 4418, for paving on the Stayton (10th Street) Section in Marion County. This payment, in the amount of $1,731.59, will be released to the contractor on or after September 10, 1955. The retained percentage is $535.25.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robert. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
gf

32

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1955

Section Stayton (10th Street)

Highway City Street

Contractor Warren Northwest Inc.

Date of contract April 21, 1955

Date work started May 17, 1955

Project authorization $19,828.13

Exclusive of Engineering $18,418.13

Kind of work Paving

Section prefix 324-1710

Contract number 4418

Date of completion September 30 1955

Estimated date of completion August 6, 1955

Per cent of time elapsed 65.64 %

Estimated cost of completed project, exclusive of engineering $17,841.75

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $1410.00

Engineering cost to date $1939.00, 137.52 %

Date project was completed August 6, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed Semi-Final and submitted same to Division Office Tuesday August 9, 1955.

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

Signed E. O. Ferguson Res. Engr.

Address Salem

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	Seal Coat ~~BITUMINOUS MACADAM~~	PAVING
Miles in project	0.50	0.50		0.50	0.50
Miles partially completed	0.00	0.00		0.00	0.00
Miles completed	0.50	0.50		0.50	0.50
Total estimated quantities	771.6	2740		Asph 7.75 Agg 80	1222.74
Estimated quantities moved or placed to date	771.6	2740		Same	1222.74
Average daily quantities					
Average daily quantities necessary to complete project on time	Completed	Completed		Completed	Completed
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 24 1955
FOR FILING

324 - 1710
4418

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 21st, 1955

SUBJECT:

To: Mr. J. W. Cattrall
Engineer, County & City Relations

NOTED
W. C. WILLIAMS

A recent order of the State Highway Engineer is that all paving projects be sealed.

Referring to the Stayton City Street Project, we find that sealing will cost $1,020.00 and was not included in the original contract items. Even with the sealing included the job will show an underrun. However, in order to keep everyone informed, I am handing you herewith a price agreement submitted to this office for the sealing and ask that you give your comments and return the agreement to the Construction Office.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams ✓

11

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Jun 1955 250

6-14-55

In response to the attached letter contacted Mr W. H. Bell advised him that Tenth Street was under complete jurisdiction of the city and that the Highway Laws would govern what they could legally do, regarding barring certain types of vehicles from using the street.

Advised him that the street had been built with sufficient strength to allow the use by any legal vehicles, so they did not have to worry about traffic damage.

H.C. Ayers.

NOTED
J. F. HAGEMANN

HONE 2384

WALTER H. BELL
Attorney-at-Law
STAYTON, OREGON

June 9, 1955

Mr. Ayers
State Highway Commission
State of Oregon
Salem, Oregon

Dear Mr. Ayers:

I am City Attorney for Stayton and am advised that you are familiar with the new road placed over what we call the Hospital Hill at Stayton.

Would you please advise whether or not the City of Stayton would be within their rights of stopping empty logging trucks with their trailers on top of proceeding over said street or whether it should be allowed.

Thanks kindly.

Very truly yours,

By H. H. Bell

WHB/jb

RECEIVED
JUN 10 1955
ENGINEER
[illegible]

RECEIVED
MAY 10 1955
FOR FILING

324-77
4418

May 9, 1955

Warren Northwest, Inc.
P. O. Box 5772
Portland, Oregon

Gentlemen:

We enclose herewith for your files four fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4397, for paving on the Madras ("B" & 20th Sts.) Section in Jefferson County, awarded April 13, 1955.

Contract No. 4411, for grading and paving on the Falls City (N. Main & Dayton Sts.) Section in Polk County, awarded April 14, 1955.

Contract No. 4414, for paving on the Shaniko ("E" & 4th Sts.) Section in Wasco County, awarded April 14, 1955.

Contract No. 4418, for paving on the Stayton (10th Street) Section in Marion County, awarded April 21, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 22, 1955

Mr. W. A. Inglis
City Recorder
Stayton, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

We acknowledge receipt of the checks for the advance deposit on the Special City Allotment project on Tenth Street in Stayton. The contract was awarded to Warren Northwest, Inc., on April 21, 1955.

Enclosed for the city's records is a copy of the plans and contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

RECEIVED
APR 26 1955
FOR FILING

224-1710
4418

April 21, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on April 21 accepted your proposal for the Stayton (10th Street) Paving Project in Marion County for the sum of $17,625.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4418.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc Mr. R. G. Savage (SIAC)
Mr. H. G. Smith
Mr. S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 21, 1955
2:00 p.m.

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Contract for Stayton (10th Street) Paving Project, Marion County, for which you submitted low bid on April 13 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
✓Files
C. W. Head

RECEIVED
APR 15 1955
FOR FILING

April 15, 1955

Warren Northwest, Inc.
Box 5074
Portland, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your bid in the amount of $17,625 for paving 10th Street in Stayton in Marion County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc; H. G. Smith
S. H. Probert
R. G. Savage, SIAC

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 15, 1955

Mr. W. A. Inglis
City Recorder
Stayton, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Dear Sir:

On April 13, 1955, the State Highway Commission received a bid on the Tenth Street Special City Allotment project in Stayton. The bid was made by Warren Northwest Incorporated of Portland, and the estimated total cost based on this bid is as follows:

Contract Items	$17,625.00
Engineering & Contingencies	2,203.13
Survey	1,090.00
TOTAL...	$20,918.13

As per the agreement between the city and state, the city is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the city wishes to proceed with this project, an advance deposit of $5,900 is required. Please make this deposit by means of a certified check payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm

RECEIVED
APR 8 1955
FOR FILING

Fin. & Est.
Misc.
Cities
Stayton

April 7, 1955

W. A. Inglis, City Recorder
City Hall
Stayton, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Stayton covering the Special City Allotment project on Tenth Street from the North Santiam Highway to the Fern Ridge Road in the City of Stayton.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

ECEIVED
APR 11 1955
FOR FILING

Fin. & Acct
Allocations
To Cities

Stayton

Salem, Oregon
April 7, 1955

Sp. State tax Street funds
#72

Mr. John W. Cattrall
City & County Relations Dept.
Office

Dear Mr. Cattrall:

Attached hereto is a conformed copy of an agreement with the City of Stayton covering the Special City Allotment project on Tenth Street in the City of Stayton.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Stayton, Oregon.

Very truly yours

Secretary

rn
Attach: 1

RESOLUTION NO. 35

3-7-55

A RESOLUTION providing for a form of agreement by and between the Town of Stayton, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of Tenth Street from Fern Ridge Road to North Santiam Highway, approximately ~~five~~ 5/10 miles and declaring an emergency.

Whereas, the Town of Stayton, Oregon has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing street under provisions of O.R.S. 366.800 and 366.805, and

Whereas: the State Highway Commission has accepted such application for the improvement of Tenth Street from Fern Ridge Road to North Santiam Highway, and

Whereas: In the form of agreement prepared by the State Highway Commission, a copy of which, marked Exhibit "A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and no/100 Dollars ($15,000.00), and the Town of Stayton to pay all costs in exces of said Fifteen Thousand ($15,000.00) Dollars;

Therefore be it Resolved by the Common Council of the Town of Stayton, Oregon:

Sec. 1 - That that certain form of agreement hereinabove refered to be entered into by the Town of Stayton, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Tenth Street, and is hereby approved and accepted as submitted.

Sec. 2. That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

Sec. 3. - Whereas, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas, the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health and credit of the people of the Town of Stayton, Oregon, an emergency is declared to exist and this Resolution shall be in full force and effect as of this date, March 7, 1955.

W A Inglis Recorder. M. Van [illegible] Mayor.

March-7-1955

RECEIVED
MAR 14 1955
ENGINEER
[illegible]

1-7-55

Contacted Mr. Nightingale, City Superintendent of Street for Stayton and he advised County would install Culvert pipe across Fern Ridge County Road to N side to drain corner of 10th Street. He also requested that no drainage water be turned across J. Bell's Nut Orchard so advised McGee

H Clyen

2-7-55

Contacted, Mayor, Recorder and Councilmen and advised due to paving full width at Hospital and drainage required at Fern Ridge Road, the estimated price of project showed an added cost, the present estimate being $24,000. They all agreed that they wanted the street repaved and would pay the added cost

HC.

2-25-55

Agreement prepared and sent to City.

FORM E-30 25M 9-51 92318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1954

SUBJECT: Traffic Counts at the Intersection of 10th and Jefferson Streets - Stayton

To: Mr. John Cattrall
County and City Relations Engineer
Office

In accordance with Mr. Head's request, letter dated February 4, 1954, traffic counts have been obtained at the intersection of 10th and Jefferson Streets in Stayton. The tabulation below shows the traffic volume on 10th Street at this intersection.

	24 Hour Totals	
Date of Count	All Vehicles	Heavy Trucks
April 30, 1953	354	30
May 10, 1954	646	86
August 9, 1954	778	39

In order to determine how many vehicles would use 10th Street in its entirety as a by-pass route for the City of Stayton, two portable automatic recorders were set out for a 24-hour period August 30, 1954. One was set out at each end of 10th Street and the counts revealed 724 vehicles at the south end of 10th Street and 389 vehicles at the north end of 10th Street. This would indicate a maximum of 54 per cent of the vehicles entering and leaving 10th Street from the south end use 10th Street as a by-pass route.

F. B. Crandall
Traffic Engineer

JEG:ph

RECEIVED
AUG 31 1954
ENGINEER
COUNTY & CITY RELATIONS

8-54

Stayton.

Investigation of 10th Street in Stayton found that traff in the last year has more than doubled, by actu Count made there was found to be 778 vehicles of whi 86 were heavy trucks.

The Condition of the street shows this excessive wear and now is in need of rebuilding.

Believe we should recommend a project.

HCL.

M. J. Martin, Mayor **W. A. Inglis, Recorder**

TOWN of STAYTON

Stayton, Oregon

NOTED
Ha[illegible]

August 2, 1954.

Oregon State Highway Commission,
Att: - Mr. Ayres,
Salem, Oregon.

Dear Sir:

Following your conversation with Mr. Nightingale, the Council, at the regular meeting this day, passed a motion unaminously to agree to the proposition made by you, namely: - that the City of Stayton would bear Seven Thousand ($7,000.00) dollars of the expense of paving Tenth Street.

We are assuming that it would not be done until next year - 1955.

We thank you for your efforts in our behalf.

Respectfully yours,

W A Inglis

Recorder.

NOTED
J. F. HAGEMANN

RECEIVED
AUG - 9 1954
[illegible]

RECEIVED
AUG 9 1954
OREGON
STATE HIGHWAY COMMISSION

DIVISION INVOICE

OREGON STATE HIGHWAY DEPARTMENT

MATERIALS DIVISION

No 6362

(Always refer to this number)

Salem, Oregon, July 6, 1956

H. C. Ayers
County & City Relations Office
Salem, Oregon

Please make cost distribution for the following, sign, and mail white copy to the Materials Division office through your DIVISION OFFICE, pink copy to the Division Engineer for his files and retain the yellow copy for your files.

Date	Lab. No.	Data Sheet No.	JOB NAME	Sample	COST DISTRIBUTION Prefix	COST DISTRIBUTION Function No.	Amount	
June 17	337708-10	A33192	Main & Dayton Sts., Falls City	Soil	$\overset{11}{37\text{-}1418}$	900	42	00
June 25	338831-34	A34474	10th St., Stayton	"	"	"	56	00
						TOTAL	98	00

Signed: Ray Webber
Engineer in Charge

Approved: Edwin A Pease
Division Engineer

		Amount	
Credit	7517-594	98	00
Credit	7517-		
Credit			

RESIDENT ENGINEER'S COPY

State Printing Dept. 68729

Form A-202—400 Sets—8-53

Form E-80—15M—3-54

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

RECEIVED
JUN 2 6 1954
ENGR [illegible]

Project 10th Street, Stayton
Highway Stayton City Street
Contractor
Contract No.
Submitted by H. C. Ayres
Prefix No. 37-1418
County Marion
F. A. Project No.
Date reported June 25, 1954

REPORT ON SAMPLE OF SOIL

Source of material S #2 Top of Hill
Sampled at 2"-2.5'
To be used Immediate subgrade
Sampled by Richard L. Lenz
Laboratory No. 338833
Data Sheet No. A-34474
Type of Material Soil
Sample No.
Date received June 21, 1954
Quantity represented

TEST RESULTS

SOIL ANALYSIS:

LL	41	%
PI	16	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.67

Sand Equivalent %

SIEVE ANALYSIS:

Ret. on	% Single Sieve
4	1.6
10	1.1
40	6.2
60	4.5
200	8.4
P 200	78.2

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
99.0	19.0
101.0	20.9
97.5	23.1

TRIAXIAL SHEAR TEST:

Sample	Remolded	U[illegible]	
% Compaction	100	100	100
% Moisture	23.1	25.2	27.3
Depth Ratio Z/R	1.15	1.85	2.50
Pavement Thickness, Z	9	15	20
Angle of Friction, φ °	11.0	3.5	3
Cohesion, C psi	13.0	11.0	5.5
R Value	53	32	21

Remarks:

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	2.7 %
Coarse sand, 2.0 to 0.25 mm.	11.0%	10.7 %
Fine sand, 0.25 to 0.05 mm.	10.0%	9.7 %
Silt, 0.05 to 0.005 mm.	37.0%	36.0 %
Clay, smaller than 0.005 mm.	42.0%	40.9 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
X Files
X Ayres
X R. Webber
X Lenz

Engineer of Materials

State Printing 73787

—15M—3-54

OREGON STATE HIGHWAY DEPARTMENT

Materials Division

Laboratory Report

Project	10th Street, Stayton	Prefix No.	37-1418
Highway	Stayton City Street	County	Marion
Contractor		Contract No.	
Submitted by	H. C.Ayres	F. A. Project No.	
		Date reported	June 25, 1954

REPORT ON SAMPLE OF SOIL

Source of material	S #3 N. End		
Sampled at	2"-2,5'		
To be used	Immediate subgrade	Date received	June 21, 1954
Sampled by	Richard Lenz	Quantity represented	
Laboratory No.	338834	Type of Material	Soil
Data Sheet No.	A-34474	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	43	%
PI	17	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.66

Sand Equivalent %

SIEVE ANALYSIS: WET

Ret. on	% Single Sieve
4	0.2
10	0.4
40	3.6
60	3.2
200	8.0
P 200	84.6

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
93.6	18.6
98.4	20.9
98.2	22.5

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~ XXXXXXXX	
% Compaction	100	100	100
% Moisture	22.5	24.5	26.5
Depth Ratio Z/R	.95	1.70	2.40
Pavement Thickness, Z	8	14	20
Angle of Friction, φ °	13.5	6	3
Cohesion, C psi	15	9	6
R Value	61	35	22

Remarks:

HYDROMETER ANALYSIS:	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	0.6 %
Coarse sand, 2.0 to 0.25 mm.	6.8%	6.8 %
Fine sand, 0.25 to 0.05 mm.	8.2%	8.2 %
Silt, 0.05 to 0.005 mm.	36.0%	35.8 %
Clay, smaller than 0.005 mm.	49.0%	48.6 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
X Files
X Ayres
X [illegible] Webber
X Lenz

Engineer of Materials

State Printing 73787

15M—3-54

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T

Materials Division

Laboratory Report

Project Highway	10th Street, Stayton	Prefix No.	37-1418
Contractor		County	
Submitted by	H. C. Ayres	F. A. Project No.	
Contract No.		Date reported	June 25, 1954

REPORT ON SAMPLE OF SOIL

Source of material Sampled at	S#1, South end #2		
To be used	Immediate subgrade	Date received	June 21, 1954
Sampled by	R. L. Lens	Quantity represented	
Laboratory No.	338832	Type of Material	Soil
Data Sheet No.	A-34 74	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	38	%
PI	10	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.62

Sand Equivalent %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	39.3
10	1.3
40	3.3
60	2.3
200	7.4
P200	46.4

DENSITY DETERMINATION:

Dry Density, lbs./c. f.	% Moisture
94.3	19.9
97.0	22.1
93.6	24.9

TRIAXIAL SHEAR TEST:

Sample	Remolded	~~Undisturbed~~	
% Compaction	100	100	100
% Moisture	24.9	26.9	29.1
Depth Ratio Z/R	1.25	2.30	3.35
Pavement Thickness, Z	10	18	27
Angle of Friction, ϕ °	13.5	5.5	2.5
Cohesion, C psi	7.5	4.5	3
R Value	49	24	13

Remarks:

HYDROMETER ANALYSIS:

	Passing No. 10	Total Sample
Particles larger than 2.0 mm.	%	40.6 %
Coarse sand, 2.0 to 0.25 mm.	9.6 %	5.7 %
Fine sand, 0.25 to 0.05 mm.	10.4 %	6.2 %
Silt, 0.05 to 0.005 mm.	38.0 %	22.6 %
Clay, smaller than 0.005 mm.	42.0 %	24.9 %
Colloids, smaller than 0.001 mm.	%	%

RECOMMENDATIONS

Material as represented by this sample .... suitable for use.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Walker
Resident Engineer
Dist. Maint. Supt.
Foreman
Files
Ayres
[illegible]
[illegible]

Engineer of Materials

State Printing 73787

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

Laboratory Report

Project	10th Street, Stayton	Prefix No.	37-1418
Highway		County	
Contractor	Contract No.	F. A. Project No.	
Submitted by	H. C. Ayres	Date reported	June 25, 1954

REPORT ON SAMPLE OF SOIL

Source of material	Soil, South end #1		
Sampled at			
To be used	Immediate subgrade	Date received	June 21, 1954
Sampled by	Richard L. Lenz	Quantity represented	
Laboratory No.	338831	Type of Material	Soil
Data Sheet No.	A-3[illegible]	Sample No.	

TEST RESULTS

SOIL ANALYSIS:

LL	38	%
PI	11	%
FME		%
SL		%
R		%
Cf		%
LS		%

Classification—Group

Sp. Gr. (Le Chatelier) 2.68

Sand Equivalent %

SIEVE ANALYSIS: Wet

Ret. on	% Single Sieve
4	40.0
10	1.2
40	2.9
60	2.1
200	6.2
P200	47.6

HYDROMETER ANALYSIS:

	Passing No. 10		Total Sample	
Particles larger than 2.0 mm.		%	41.2	%
Coarse sand, 2.0 to 0.25 mm.	8.6	%	5.1	%
Fine sand, 0.25 to 0.05 mm.	11.4	%	6.7	%
Silt, 0.05 to 0.005 mm.	37.1	%	21.8	%
Clay, smaller than 0.005 mm.	42.9	%	25.2	%
Colloids, smaller than 0.001 mm.		%		%

DENSITY DETERMINATION

Dry Density, lbs./c. f.	% Moisture
94.3	25.1
97.3	21.8
93.6 (lost water)	26.2

TRIAXIAL SHEAR TEST

Sample	Remolded	[redacted]	
% Compaction	100	100	100
% Moisture	26.2	[illegible]	[illegible]
Depth Ratio Z/R	1.15	[illegible]	[illegible]
Pavement Thickness Z	3	[illegible]	[illegible]
Angle of Friction, ø°	12.5	6	2
Cohesion, C psi	[illegible]	[illegible]	[illegible]
R Value	[illegible]	[illegible]	[illegible]
Remarks			

RECOMMENDATIONS

Material as represented by this sample ______________ suitable for use.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- x Construction Engineer
- Maintenance Engineer
- Bridge Engineer
- Inspection Office
- x Division Engineer [illegible]
- Resident Engineer
- Dist. Maint. Supt.
- Foreman
- x File
- x [illegible]
- x [illegible]
- x [illegible]

FORM E-30 25M 9-51 52519

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1954

SUBJECT:

10th Street
City of Stayton
Marion County

To:

Mr. J. D. Walker
Division Engineer
Department

Dear Sir:

From the north end of this project to the entrance of the hospital, which is over the summit of the hill on the southerly side, the subgrade consists of a red clay loam soil. Extending from the hospital entrance to the beginning of the large fill, the subgrade is solid rock, and the fill down to the flats and across the flats is composed of broken rock with a binder of loamy soil.

Over this subgrade has been laid about two inches of 1" - 0 rock with a shot or two of slow asphalt to hold it in place. The rock had not, however, been rolled and compacted before shooting, so the street has become quite rough and corrugated. The subgrade of red clay loam has been compacted to a depth of about eight inches, and in an auger hole of two-and-a-half-foot depth, no free or excessive water was found to be present.

The subgrade is a well-graded section with nicely shaped ditches giving good drainage on the top of the hill and the northerly end of the project. The southerly end consists of a 1½ - 2' fill resting on gravel flats so drainage is no problem there.

I believe that a 3" - 4" cushion course plus asphaltic concrete over the south end of the street up to the hospital entrance would be sufficient, while a base course of 10" - 12" plus leveling course and asphaltic concrete, at least, would be called for over the rest of the street to the north. Consideration should be given to the thought that, should the street be improved as requested, the volume of car traffic over this street would be increased many-fold. Truck traffic is practically nil at the present.

Respectfully submitted,

Richard L. Lenz

Richard L. Lenz
Division Soils Engineer

RLL:AM
cc Mr. Ray Webber
Mr. H. C. Ayers

FORM E-30 25M 9-51 58315

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL [illegible] 1954
[illegible]

June 30, 1954
Salem, Oregon

SUBJECT: PRELIMINARY FOR ESTIMATE
Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

Dear Sir:

Reference is made to the 10th Street Section, of the Stayton City Streets.

Enclosed you will find 4 base design charts prepared from laboratory tests, numbers 338831, 338832, 338833, and 338834.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

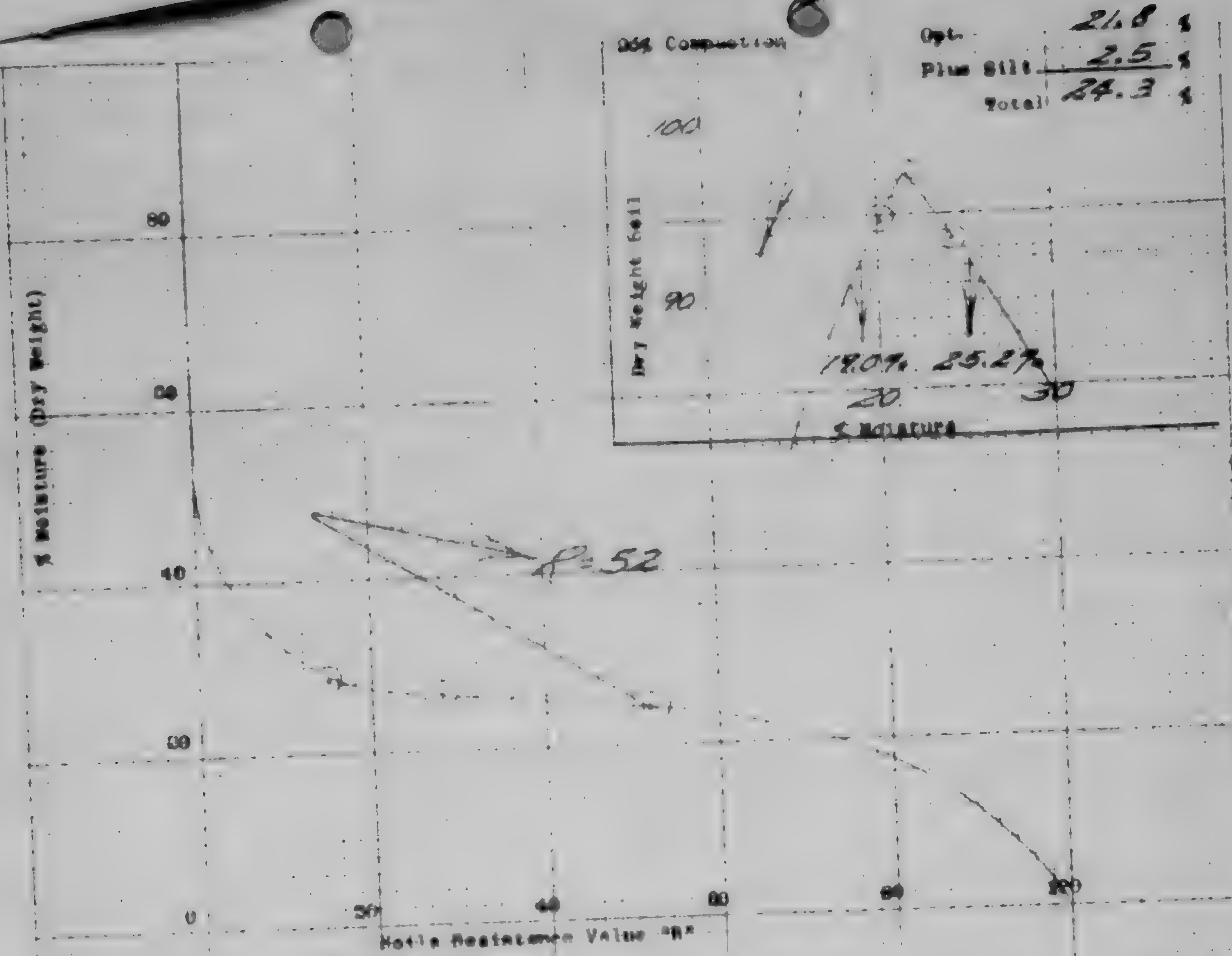
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
H. C. Ayers
R. L. Lenz



Opt. 21.8 %
Plus Silt 2.5 %
Total 24.3 %

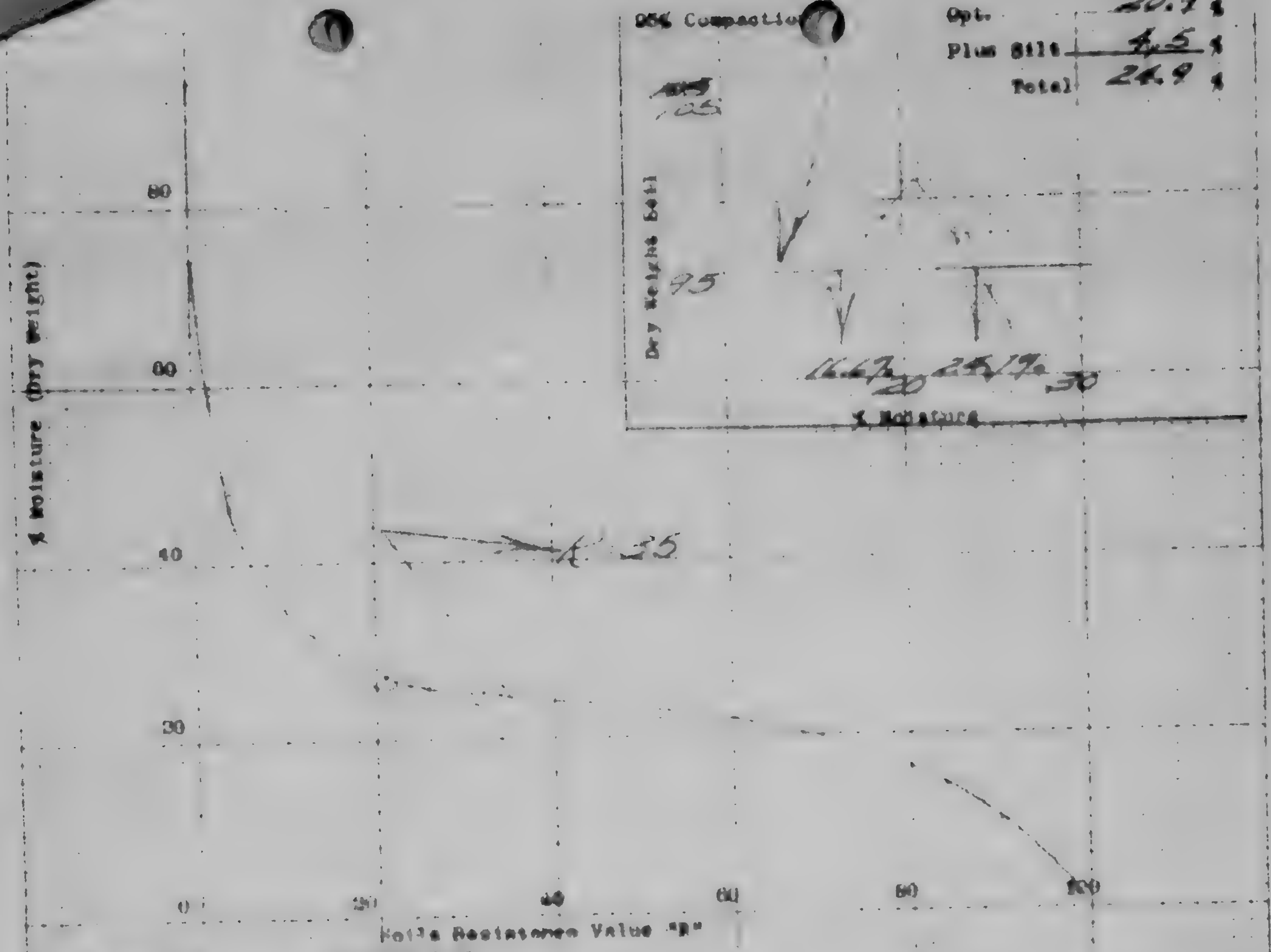
Data Sheet No. 134474
Lab. No. 338831
LL 38
PI 11
Pass 200 Screen 47.6 %
HYDROMETER ANALYSIS:
Particles larger than
2.0 mm 41.2 %
Coarse Sand 5.1 %
Fine Sand 6.7 %
Silt 21.8 %
Clay 25.2 %
Sp. G 2.60
Natural Moisture %

Base & Year M Traffic 10.0 "
Minus Rock Reduction — "
"
Minus Wearing Surface 3.0 "
7.0 "
2.0 "
Plus 25% Increase 3.0 "
Plus Wearing Surface
Total Base & Wear 12.0 "

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section 10th Street
Hwy Stayton City Street
Station 5th, S. end 1st, S. end 10th St.
Bench -
Hole # 1
To be used -
Prefix No.
County - Marion
Date : 6-30-54
Designed by S



Opt. 20.4 %
Plus Silt 4.5 %
Total 24.9 %

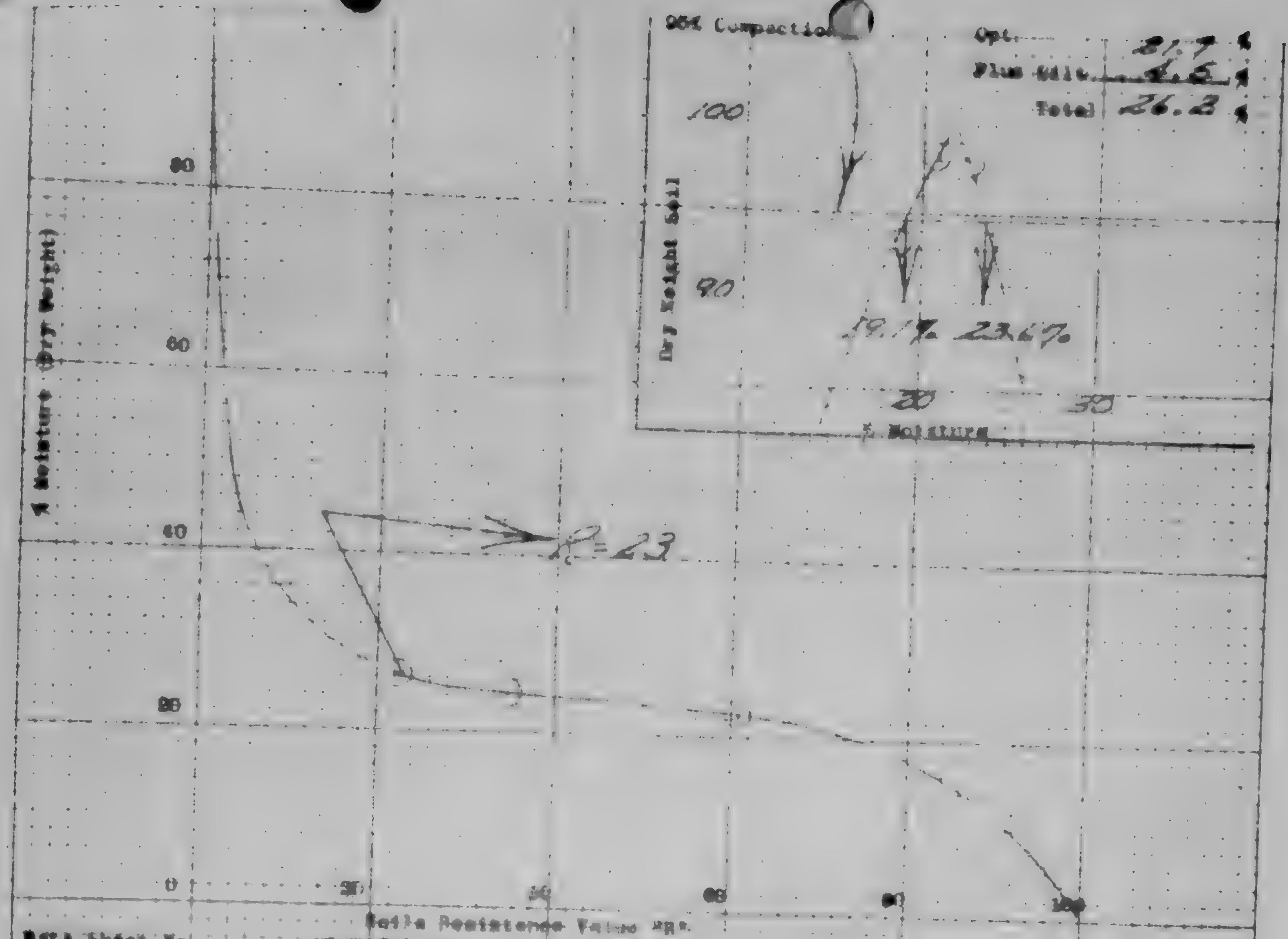
Data Sheet No	A-34474
Lab. No.	338833
LL	41
PI	16
Pass 200 Screen	78.2%
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	2.7 %
Coarse Sand	10.7 %
Fine Sand	9.7 %
Silt	36.0 %
Clay	40.9 %
Sg	2.67
Natural Moisture	%

Base & Wear M	Traffic	10.0 "
Minus Rock Reduction		— "
		"
Minus Wearing Surface		3.0 "
		7.0 "
Plus 25% Increase		2.0 "
Plus Wearing Surface		3.0 "
Total Base & Wear		12.0 "

NOTE.
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section 10th Street
Hwy Stayton City Street
Station 5+2, Top of Hill
Depth - 2"-2.5'
Hole # Hole #2
To be used -
Prefix No.
County - Marion
Date - 6-30-54
Designed by J



Data Sheet No	A34474			
Lab. No.	338834	Base & Wear	41 Traffic	12.5 "
LL	43	Minus Rock Reduction		"
PI	17			"
Pass 200 Screen	84.6 %	Minus Wearing Surface		3.0 "
HYDROMETER ANALYSIS:				9.5 "
Particles larger than		Plus 20% Increase		2.5 "
2.0 mm	0.6 %	Plus Wearing Surface		3.0 "
Coarse Sand	4.8 %	Total Base & Wear		15.0 "
Fine Sand	8.2 %			
Silt	35.8 %			
Clay	48.6 %			
Sg	2.66			
Natural Moisture	%			

NOTE:
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section 10th Street
Hwy Stayton City Street
Station S #3, N. End of 10th St.
Depth 2' - 2.5'
Hole # Hole #3
To be used -
Prefix No.
County - Marion
Date - 6-30-54
Designed by

[illegible] 2-11-54

[illegible]

Advised Cdr to reduce elevation of banks at need of project to obtain better sight distance. They agreed and started to cut grade but were stopped because of mud

To Hospital 0.19

Bel[illegible]

[illegible]

[illegible] 2.11.50

[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] stopped a few [illegible]

Advised Cdr. to reduce elevation of bombs at N end of project to obtain better sight distance. They agreed and started to cut grade but were stopped because of mud

To Hospital 0.19

Between [illegible] [illegible] [illegible] [illegible]

Stayton

Preliminary Estimate

10th Street from N. Santiam Highway to Fern Ridge County Road a distance of approximately .51 mile

Place 4" of base rock from Santiam Highway to top of hill. 10" of base rock balance of project 28' width. 3" asphaltic concrete 20' in width.

3"-0 in base	3000 cyds	$2.00	$6000.00
3/4"-0 in base & shoulders	700 cyds	3.25	2275.00
Sprinkling	160 m gal	4.00	640.00
Class "B" A.C.	1085 tons	9.50	10307.50
			$19222.50
			2402.81
			575.00
			$22,200.31

2-1-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Stayton is an incorporated city of the State of Oregon, and has a population of [illegible], as given by the latest official census, and

WHEREAS, the following streets of said city, ______

Form cc-50 (1953 Rev.)
Special City Allotment

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

[illegible]th Street

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Stayton does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Jos. [illegible]. Bevers as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 1st day of February, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---------- ----------

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Stayton at a regular or special meeting of said Council, held on the 1st day of February, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

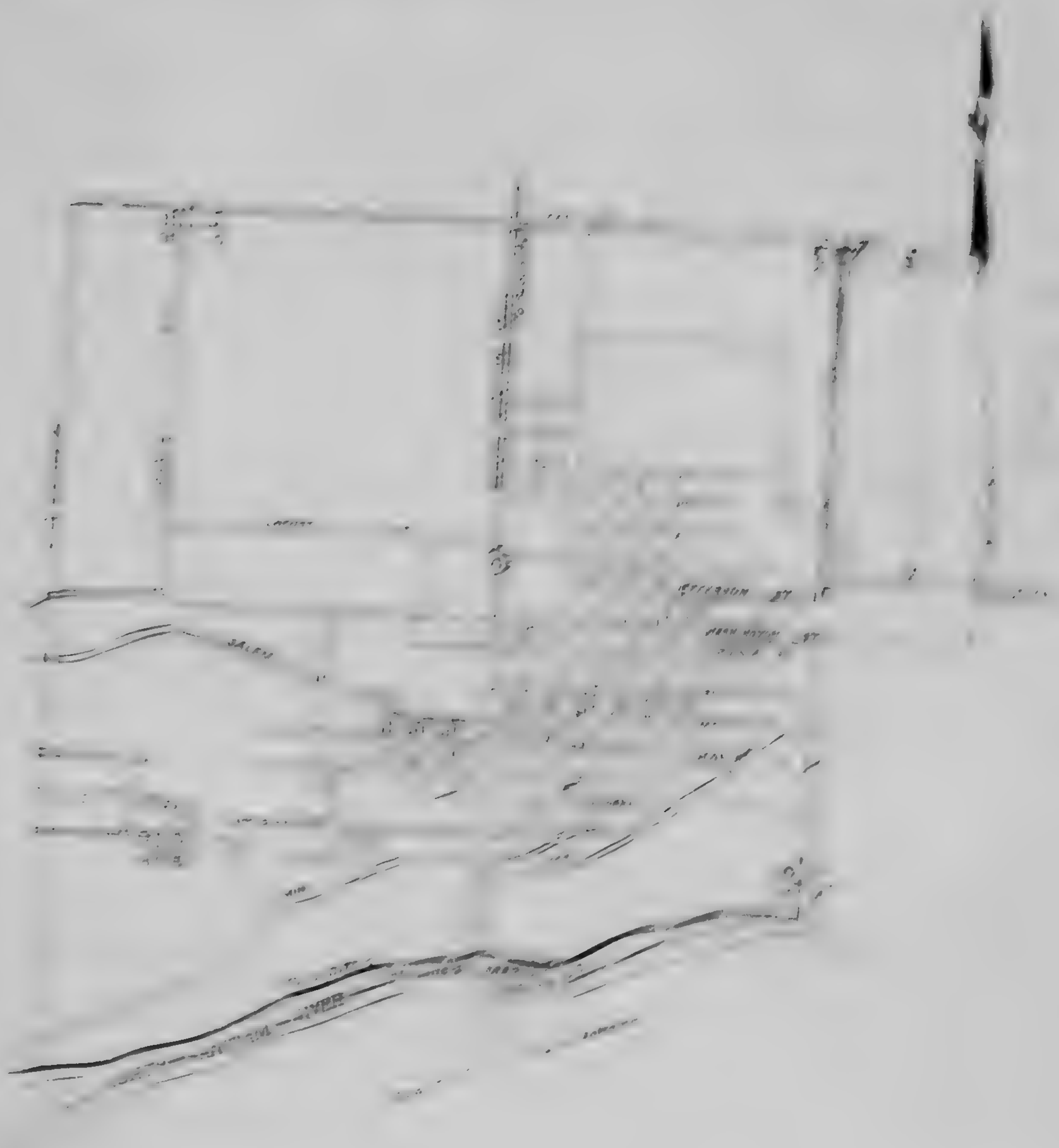
Dated this 16th day of February, 1954.

WA Ingles
City Recorder

3 Rev.)

STAYTON

MARION COUNTY
T9S, R1W, W.M.



S-191 (1) Peters-Messner Jct. Stone 1955
Base and Oiling Project
4419

Form A-150—1694—9-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
J. W. CATTRALL

Invoice No. 45265

Date May 24, 1956

Your Req. No.

Billing Request No. 66-237

Credit distribution: 575-1098-297

Morrow County
Heppner, Oregon
Contract 4419
S-191(1), S-192(1) + S-193(1)

Attn: County Court

Final Billing County's share total costs of Peters- essner Junction Oiling Project, FAS 598, 599 and 600. Covered by agreement dated April, 1955.

Original Advance Deposit	11,750.00	
Less: Amt. previously transferred	9,000.00	
Balance Advance Deposit		2,750.00
County Share of Total Costs as per attached	10,612.61	
Less: Amt. previously transferred	9,000.00	
Balance		1,612.61
To be refunded		$1,137.39

State Printing 86944

NOTED
J. W. CATTRALL

May 23, 1956

NOTED
Harold

Morrow County Court
Courthouse
Heppner, Oregon

Gentlemen:

Final costs of the Peters-Messner Junction Oiling Project on FAS 598, 599, and 600 are now available and it has been determined that the agreed County share of these costs is $10,612.61 as shown in the attached cost statement. As the County initially deposited $11,750.00 a refund of $1,137.39 is due. This refund will be made by means of a check from our Accounting Division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:te
Att.

OREGON STATE HIGHWAY DEPARTMENT ITEMIZED STATEMENT OF FINAL COSTS

County Morrow Contract No. 4419 Date 5.22.56

FAS 598, 599, 600 Section Peters-Mesner Junction. Completed 7.[illegible].55

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. 3/4"-0 gravel in leveling course and shoulders	c.y.	[illegible]	6,[illegible]	13,[illegible]
2. Sprinkling	M gal.	5.00	8[illegible].5	4,077.50
3. Preparation of base	mile	100.00	10.96	1,096.00
4. 3/4"-0 gravel in binder course	c.y.	[illegible]	75[illegible]	2,968.00
5. Furn. & place aggregates	c.y.	3.00	3,220	9,[illegible]
6. MC-2 asphalt	ton	42.00	176.21	7,[illegible]8.40
7. 150-200 asphalt		[illegible]	[illegible]	8,[illegible]11.60
8. RS-1 asphalt		[illegible]	[illegible]	4,837.60
FA#1 purchase excess 150-200 asphalt		[illegible]	[illegible].47	[illegible]5.75
FA#2 purchase excess 1"-1/4" crushed rock in stockpile	c.y.	1.[illegible]	[illegible].3	[illegible],3[illegible]3.[illegible]
FA#2 purchase excess 3/4"-1/2" crushed rock in stockpile	c.y.	1.50	[illegible]	[illegible]
		Subtotal		$52,[illegible].3[illegible]
	Transfer surplus of items purchased under FA#1 & FA#2 to [illegible]			[illegible],877.20
	Place permanent signs			47.73
	Construction engineering			4,152.38
	Total construction costs			$54,626.21
	Federal funds collected for project			$33,401.00

AGREED COUNTY SHARE TOTAL COSTS
55% of difference between total costs and Federal funds
($54,626.21 - $33,401.) x [illegible] = $11,[illegible]

County advance deposit	$11,750.00
County share total costs	[illegible],[illegible]12.61
REFUND DUE MORROW COUNTY	$[illegible]

RECEIVED
JAN 9 195
FOR FILING

Peters-Messner Jct.
Contract No. 4419

FINAL COST ANALYSIS

December 30, 1955

Peters-Messner Jct., Peters & Smith Roads
Prefix: 525-1028

Stone Base & Oiling
Babler Bros., Inc., Contractors
C. C. McKinney, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**3/4-0 Cr. Gravel in Leveling Course & Shoulders	6940	C.Y.	$ 2.00	$ 2.04	$14,149.12	$13,880.00
Sprinkling	892.5	M-Gal.	3.00	2.66	2,373.57	2,677.50
Preparation of Base	10.96	Mile	100.00	35.40	388.00	1,096.00
*3/4-0 Cr. Gravel in Binder Course	936	C.Y.	3.00	2.85	2,666.27	2,808.00
*Furnish & Place Aggregates	3220	C.Y.	3.00	3.04	9,791.74	9,660.00
MC-2 Asphalt	176.21	Tons	40.00	37.22	6,559.30	7,048.40
150-200 Asphalt	210.29	Tons	40.00	34.47	7,249.60	8,411.60
RS-1 Asphalt	120.94	Tons	40.00	37.17	4,495.88	4,837.50
PA #1 Purchase Excess 150-200 Asphalt	9.07	Tons	29.30	29.30	265.75	265.75
PA #2 Purchase Excess ½"-¼" Cr. Rock in Stockpile	869.3	C.Y.	1.50	1.31	1,137.30	1,303.95
PA #2 Purchase Excess 3/4-½ Cr. Rock in Stockpile	205	C.Y.	1.50	1.31	268.20	307.50
					$ 49,344.73	$ 52,296.30

Work done by both C & W & Babler Bros.

Work done by C & W

	Gross Rev.	Total Cost	Profit	Loss	% Profit % Loss
abler Bros.	$ 36,814.85	$33,422.35	$3,392.50		9.2%
& W	15,481.45	15,922.38		$440.93	2.8%
	$ 52,295.30	$49,344.73	$2,950.57		5.6%

Net Profit equals 5.6% of the Gross Revenue

Final Cost Analysis
Contract No. 4419

DETAIL OF COSTS
Babler Bros.

Labor		$ 7,077.06	
Labor Ins.		411.48	
Health & Welfare		251.51	
			$ 7,740.05
Materials:			
MC-2	176.21 Tons at $ 25.25	4,449.31	
150-200	219.36 Tons at 22.50	4,935.60	
RS-1	120.94 Tons at 25.20	3,047.69	
Freight on Asphalts		3,512.27	
			$15,944.87
Equipment Rental & Misc. Supplies:			
Equipment Rental Owned		3,460.93	
Equipment Rental Hired (Trucks)		2,324.00	
Gas, Oil, Grease		1,432.89	
PL & PD Insurance		750.00	
Bond		196.20	
Small Tools & Misc. Supplies		468.96	
Home Office & General Overhead		1,104.45	
			$ 9,737.43
			$33,422.35

Final Cost Analysis
Contract No. 4419

Detail of Costs
C & W Crushing Company

Labor	$ 5,203.88	
Labor Insurance	491.28	
Health & Welfare	211.70	
		$ 5,906.86
Equipment Rental & Misc. Supplies:		
Equipment Rental Owned	3,222.00	
Equipment Rental Hired	3,977.70	
Gas, Oil, Grease	1,799.10	
Freight & Cartage	491.30	
Small Tools & Misc. Supplies	336.20	
Home Office & General Overhead	189.22	
		$10,015.52
TOTAL COST----------		$15,922.38

al Cost Analysis
ntract No. 4419

BREAKDOWN OF CRUSHING COSTS

	Quantity	Unit	Total Cost	Unit Cost
Move in & Set Up	12,170.3	C.Y.	$ 1,117.25	$ 0.092
Feed Crusher	"	"	2,326.92	0.191
Crushing	"	"	11,342.12	0.932
Stockpile	"	"	1,136.09	.093
				1.3083

Final Cost Analysis
Contract No. 4419

Remarks:

This was a "Federal Aid Secondary Project" calling for the construction of 10.90 miles of leveling course and 10.90 miles of Type 0-9 oil mat wearing surface on the Peters-Messner Jct., Peters & Smith Roads in Morrow County.

This project was bid April 13, 1955, and was awarded April 22, 1955. Work Started April 20, and was completed July 5, 1955.

The subcontractor, C & W Crushing Company, who was already setup in gravel pit located 0.8 mile west of M.P. 165.2 on the Columbia River Highway, started to crush the aggregates for this project April 20; but operations were hampered somewhat, due to screen trouble and correct sizing of material. A set of rolls were acquired which helped the production considerable. The contractor shows a loss on the rock production due to low production at first, and excess equipment.

The prime contractor moved in his hauling and oiling equipment and started placing leveling course May 25, and was completed June 3, using 2 blades, 3 rollers, 2 - 6 yd. trucks owned and 13 hired trucks. The binder course was completed in two days operation. The oiling was started June 9 and was completed June 25, using the same equipment as on the leveling course plus 2 distributors.

The prime contractor having good equipment and supervision realized a good profit, while the subcontract suffered a loss due to loss time.

C. E. Paulson
Cost Analyst

By - - C. E. Layton

RECEIVED
SEP 20 1955
FOR FILING

S-191 (1)

OREGON STATE HIGHWAY DEPARTMENT
(date)
9/13/55

(CONTRACT NO.) 4419
(EST. NO.) 5-Final
(CONTRACTOR) Bebler Bros., Inc.

(VOUCHER NO.) 18530
(WARRANT NO.) R-131863
(AMOUNT) $ 3,132.00
(DATE) 9/13/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 8-31-55
Time Extensions: none
Completion Date: 7-5-55
Date Accepted: 8-11-55
Penalties: none
Claims: none
Remarks:

Date: 9-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

Warrant Mailed: SEP 19 1955
Ruth Rawlings

POSTED ON CARD

RECEIVED
SEP 8 1955
FOR FILING

5-191 (1)

4419

September 7, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4419 for work performed on the Peters-Messner Junction Section of the Peters-Messner Junction, Peters and Smith Roads in Morrow County was completed by the contractor, Babler Bros.,Inc., on July 5 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $3,132.00 will be released to the contractor on or after September 17, 1955. The total contract amount is $52,296.30 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

gf

RECEIVED
AUG 17 1955
FOR FILING

5-191 (1)
4419

August 16, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Babler Bros.,Inc. on contract No. 4419, covering stone base and oiling on the Peters-Messner Junction Section of the Peters-Messner Junction, Peters and Smith Roads in Morrow County.

This payment, in the amount of $2,804.80, will be released to the contractor on or after August 26, 1955. The retained percentage is $1,520.55.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

July 15, 1955

NOTED
Harold C. Ayers

Morrow County Court
Court House
Heppner, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4419, Peters-Messner Junction section (FAS 598, 599, and 600) in Morrow County was completed on July 5, 1955.

Under the terms of the maintenance agreement signed by the Court on April 11, 1955 and by the Highway Commission on April 14, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
JUL 14 1955
FOR FILING

S-191(1)
4419

July 13, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 5, 1955 on Contract No. 4419, Peters-Heppner Junction Section, in Morrow County, in connection with Federal Aid Project Nos. S-191(1), S-192(1), S-193(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DOP:bb

cc: John Cattrall

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 9, 1955

Kind of work Base Oiling

Section Peters - Messner Jct.

Section prefix 525-1028

Highway Peters Messner Jct. Peters, & Smith Rds.

Contract number 4419

Contractor Babler Bros. Inc.

Date of completion 8/31/55, 19

Date of contract 4/22/55, 19

Estimated date of completion , 19

Date work started 4/20/55

Per cent of time elapsed 56.5 %

Project authorization $58,860.00

Exclusive of Engineering $54,674.00

Estimated cost of completed project, exclusive of engineering $50,419.10

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $4185.00

Date project was completed July 5, 1955

Engineering cost to date $4033.53, 99.7 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor Maintained project on July 5.

Semi-Final Estimate was completed and forwarded to the Division office July 8.

NOTED
H. G. SMITH

NOTED
OSCAR CUTLER

NOTED
FORREST COOPER

RECEIVED
JUL [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed C. L. McKinney

Address Hermiston OR.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77099

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				10.96	
Miles partially completed					
Miles completed				10.96	
Total estimated quantities				507.44 Tons	
Estimated quantities moved or placed to date				507.44 Tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				2	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ....1...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Fair		
Friday	Fair		
Saturday			

85

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State [illegible]gon
County Morrow
Project No. S-191(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955 by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.476 miles of 2-lane low type surfacing
(Character of work)

between the old route of the Columbia River approximately 1 mile west of Boardman and FAS 598,
(Control points)
consisting of 1.476 miles of roadway and no (Number) bridges xxxxxxxxxxxxxxxxxxxxx xxxxx.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of four thousand, eight hundred and 00/100 dollars ($4,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is seven thousand, eight hundred sixty-two and 80/100 dollars ($7,862.80).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
H B George Jr
SECRETARY

—32551

RECEIVED JUL

JUL 17 196

Oregon State Highway Department

Federal Aid Secondary
Project No. S-191 (1)

PETERS ROAD SECTION OF THE PETERS

ROAD IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 3210
Roadway (Sta. 0+09 to Sta. 80+00)(Contract No. 4419)

1,080 cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	$ 2.00	$2,160.00
30 M-gal.	Sprinkling	3.00	90.00
1.48 mile	Preparation of Base	100.00	148.00
150 cu. yds.	3/4" - 0 Gravel in Binder Course	3.00	450.00
460 cu. yds.	Furnishing and Placing Aggregates	3.00	1,380.00
25 tons	MC-2 Asphalt	40.00	1,000.00
30 tons	150-200 Asphalt	40.00	1,200.00
18 tons	RS-1 Asphalt	40.00	720.00
	Subtotal		$7,148.00
	10% Engr. & Cont.		714.80
	Total		$7,862.80

Length of Roadway 1.476 Mile
Cost of Roadway Per Mile $5,327.10

Federal Funds..	$4,800.00
State Funds..	1,531.40
County Funds..	1,531.40
	$7,862.80

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920
Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Morrow County with the Highway Department.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8 86
State Oregon
County Morrow
Project No. S-192(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.229 miles of 2-lane low type surfacing
(Character of work)

between F.A. Route 1 south of Boardman and FAS 598
(Control points)

consisting of 1.229 miles of roadway and no (Number) bridges XXXXXXXXXXXXXXXXXXXXXX ~~miles in~~ XXXXX.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of four thousand and 00/100 dollars ($4,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is six thousand, five hundred fifteen and 30/100 dollars ($6,515.30).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________
Chairman, State Highway Commission
(Title)

By ______________________
Member, State Highway Commission
(Title)

By ______________________
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL

____
STATE HIGHWAY ENGINEER

Attest

______________________ SECRETARY

COMMISSIONER OF PUBLIC ROADS

By ______________________
Division Engineer, Bureau of Public Roads

—32551

RECEIVED JUL 5 [illegible] DIVISION

Oregon State Highway Department

Federal Aid Secondary
Project No. S-192 (1)

SMITH ROAD SECTION OF THE SMITH ROAD IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 3210
Roadway (Sta. 0+09 to Sta. 65+00) (Contract No. A419)

900	cu.yds.	3/4"-0 Gravel in Leveling Course and Shoulders	$ 2.00	$ 1,800.00
20	M-gal.	Sprinkling	3.00	60.00
1.23	mile	Preparation of Base	100.00	123.00
120	cu.yds.	3/4"-0 Gravel in Binder Course	3.00	360.00
380	cu.yds.	Furnishing and Placing Aggregates	3.00	1,140.00
20	tons	MC-2 Asphalt	40.00	800.00
25	tons	150-200 Asphalt	40.00	1,000.00
16	tons	RS-1 Asphalt	40.00	640.00
		Subtotal		$ 5,923.00
		10% Engr. & Cont.		592.30
		Total		$ 6,515.30

Length of Roadway 1.229 Miles
Cost of Roadway Per Mile $5,301.30

Federal Funds	$ 4,000.00
State Funds	1,257.65
County Funds	1,257.65
	$ 6,515.30

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Morrow County with the Highway Department.

FORM PR-3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CPR8 1[illegible]7
State O[illegible]on
County Morrow
Project No. S-193(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 8.184 miles of 2-lane low type surfacing
(Character of work)

between the old route of the Columbia River Highway at Peters and F.A. Route 1 near Messner,
(Control points)

consisting of 8.184 miles of roadway and no (Number) bridges ~~totaling ______ miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-six thousand, seven hundred and 00/100 dollars ($26,700.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is forty-three thousand, one hundred seventy-three and 90/100 dollars ($43,173.90).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Ben R. Chandler
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

—32551

RECEIVED
JUL 13 1955
OREGON DIV.

Oregon State Highway Department

Federal Aid Secondary
Project No. S-193 (1)

PETTYS-MESSNER SECTION OF THE PETTYS-MESSNER JCT. ROAD IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code X210
Roadway (Sta. 0+07 to Sta. 437+95) (Contract No. 4419)

6,020 cu. yds.	3/4" - 0 Gravel in Leveling Course and Shoulders	$ 2.00	$12,040.00
150 M-gals.	Sprinkling	3.00	450.00
8.19 miles	Preparation of Base	100.00	819.00
830 cu. yds.	3/4" - 0 Gravel in Binder Course	3.00	2,490.00
2,550 cu. yds.	Furnishing and Placing Aggregates	3.00	7,650.00
135 tons	MC-2 Asphalt	40.00	5,400.00
160 tons	150-200 Asphalt	40.00	6,400.00
100 tons	RS-1 Asphalt	40.00	4,000.00
	Subtotal		$39,249.00
	10% Engr. & Cont.		3,924.90
	Total		$43,173.90

Length of Roadway 8.184 Miles
Cost of Roadway Per Mile $5,275.40

Federal Funds	$26,700.00
State Funds	8,236.95
County Funds	8,236.95
	$43,173.90

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920, Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary cash has been deposited by Morrow County with the State Highway Department.

RECEIVED
MAY 17 1955
FOR FILING

2-1414
4419

May 16, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4419, which was awarded to you by the State Highway Commission on April 22, covering stone base and oiling on the Peters-Messner Junction Section of the Peters-Messner Junction, Peters and Smith Roads in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 6 1955
FOR FILING

S-191 (1)
4419

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. E. G. Bickmore
Assistant Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

The subcontract between Babler Brothers, Inc. and the C. & W. Crushing Company, covering the furnishing only of Items No. 1, 4, and 5, on the Peters-Messner Junction Contract No. 4419, Oregon S-191 (1), S-192 (1), and S-193 (1), is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED
MAY 5 1955
FOR FILING

S-191(1)
4411

May 2, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 20, 1955 on Contract No. 4419, Peters-Messner Junction Section, in Morrow County, in connection with Federal Aid Project Nos. S-191 (1), S-192 (1), S-193 (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DHP:bb

Form A-130—10M—12-54

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. [illegible]

RECEIVED

Morrow County
Heppner, Oregon

Attn: County Court

Invoice No. 38867

Date April 26, 1955

Your Req. No.

Billing Request No. cc-151

Credit distribution: 525-1028-297

J. [illegible]NN

Advance Deposit	11,750.00
Partial transfer county's share total cost. Peters-Hessner Junction, Morrow County FAS project, covered by agreement dated April, 1955	9,000.00
To be retained	$ 2,750.00

ACKNO[illegible]

Cash Re[illegible] with [illegible] $

By

#10598

State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
J. W. CATTRALL

April 25, 1955

NOTED
Harold C. Ayers

Morrow County Court
Court House
Heppner, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of your advance deposit of $11,750 in connection with the Peters-Messner Junction project on FAS 598, 599, and 600. Contract No. 4419 was awarded to Babler Bros., Inc., on April 22nd and a copy of the contract will be forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Salem, Oregon
April 22, 1955

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

We have received this date Crook and Morrow County deposits of $8,960 and $11,750 respectively. These deposits are in connection with the Houston Lake-Powell Butte Section of FAS 651 in Crook County and the Peters-Messner Junction Section of FAS 598, 599, and 600 in Morrow County. Both projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

NOTED
J. F. HAGEMANN

Salem, Oregon NOTED
April 22, 1955 Harold C. Ayers

[illegible] 598, 599 + [illegible]
[illegible] Co

Mr. C. H. Maison
Accounting Division

NOTED
J. W. CATTRALL

Attached is Morrow County Warrant No. 300 in the amount of $11,750 which represents the county's participation in the total estimated cost for the construction of the Peters-Messner Junction county FAS project in Morrow County.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

NOTED
J. F. HAGEMANN

Heppner Ore Apr 21 1955

NOTED
J. W. CATTRALL

NOTED
Harold C. [illegible]

NOTED
J. F. [illegible]

Oregon State Highway Department
Salem Ore

Attention John W. Cattrall

Dear Sir:- Enclosed Morrow County check for $11750.00 an advance deposit of 20% on Babler Bros bid plus 12½% Engineering & Contingencies for the oiling of F.A.S. 598, 599 & 600.

Yours very truly
Thompson
Co. Com.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V R JONES

NOTED
J. W. CATTRALL

April 15, 1955

Morrow County Court
Court House
Heppner, Oregon

NOTED

Gentlemen:

On April 13th the Highway Commission received a satisfactory bid from Babler Bros. Inc. of Portland for oiling of FAS 596, 598, and 600. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to signing of a contract. The amount of this deposit is as follows:

Bid Items	$52,320.00
12-1/2% Engineering & Contingencies	6,540.00
Estimated Total Cost...	$58,860.00

Advance Deposit of 20% = $11,772 or say $11,780.00

Please make this deposit by means of a warrant or check in the amount of $11,780 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JWC:mm

RECEIVED
APR 26 1955
FOR FILING

S-19 (1)
4419

April 22, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your proposal for the Peters-Messner Junction Stone Base and Oiling Project on three county roads in Morrow County for the sum of $52,320.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4419.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

S
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 22, 1955
4:10 p.m.

Babler Bros., Inc.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Contract for Peters-Messner Junction Stone Base and Oiling Project on Three County Roads, Morrow County, for which you submitted low bid on April 13 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
C. W. Head
Files

Secretary

rn
Enc. 4

RECEIVED
APR 22 1955
FOR FILING

Count
Fed Aid
Prog. & Proj.

April 22, 1955

County Court of Morrow County
Court House
Heppner, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Morrow County three fully executed copies of Maintenance Agreements FAS 598, 599, and 600, and one fully executed copy of Finance Agreement FAS 600, between the State Highway Commission and Morrow County covering the Peters-Messner Junction Section of the Peters and Smith County Roads.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 4

RECEIVED
APR 25 1955
FOR FILING

S-19C(1)
4419

Salem, Oregon
April 22, 1955

Maint. - 223
Finance - 81

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are three sets of four certified copies of Maintenance Agreements and one conformed copy of a Finance Agreement with Morrow County covering the Peters-Messner Junction Section of the Peters and Smith County Roads, FAS 598, 599, and 600.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Morrow County.

Secretary

rn
Attach

REC
A
FO

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 12, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

Attached are three copies of an agreement covering the Peters-Messner Junction section of the Peters and Smith County Roads, FAS 598, 599, and 600 respectively, in Morrow County.

Two copies of the agreement have been signed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies each of maintenance agreements covering FAS 598, 599, and 600. After signature by the Highway Commission please return four either fully executed or certified true copies of each agreement for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954. In order to permit the use of available FAS funds as required for this project the limiting funds shown on pages 4, 5, and 6 of the finance agreement represent the total of fiscal year 1956 and 1957 funds available to Morrow County; however, this project is estimated to cost only $67,000. Funds available to Morrow County for county FAS projects not yet contracted will be reduced by any amount the costs for this project exceed the original programmed amount.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-28-54 Minute Page 29 for 56,000.00
Secretary

JDG:mm
Att.

RECEIVED
APR 15 1955
FOR FILING

S-191 (1)
4419

April 15, 1955

Babler Bros., Inc.
4617 S. E. Milwaukie
Portland, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your bid in the amount of $52,320 for Peters-Missner Junction Stone Base and Oiling Project on 3 County Roads, near Boardman in Morrow County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

April 14, 1955

Morrow County Court
Court House
Heppner, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of the executed documents covering the Peters-Messner Junction Section county FAS project in Morrow County.

Enclosed is one copy each of the encroachment resolutions covering FAS 589, 599, and 600. These copies are for the County's records. . 598

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:MM
Encl.

March 29, 1955

Morrow County Court
Court House
Heppner, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of three maintenance agreements, six copies each of three encroachment resolutions, and a set of plans and specifications in connection with the Peters-Messner Junction section of FAS 598, 599, and 600 upon which bids will be received April 13th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost, including engineering and contingencies, for this project is [illegible]; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 8th.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

Salem, Oregon
February 24, 1955

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

NOTED
Harold C. Ayers

Reference is made to our letter of January 21st re the field data for the Morrow County FAS projects on FAS Routes 598, 599, and 600. There was some question at that time as to the limits of the project on FAS 599 (Peters Road) and we were to advise you of the county's final decision on this matter.

The County Court has advised that it wishes the entire length of the project on FAS 599 (Peters Road) to be improved and for us to proceed accordingly. The Court has also advised that it will be unable to obtain the right of way necessary to ease the curves between Stations 314 to 320 and 393 to 400 and has requested that the FAS project follow the existing road at these points.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm

cc: V. G. O'Neil
Frank Hall

JFH:mm

U. F. [redacted]

GARNET BARRATT, *Judge*
HEPPNER, OREGON
RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON
RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

PROBATE COURT
The First Monday in Each Month
COUNTY COURT
The First Wednesday in Each Month
JUVENILE COURT
ROAD DEPARTMENT

February 22, 1955

NOTED
J. W. CATTRALL

Mr. John Cattrall, Engineer
County & City Relations
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Cattrall:

NOTED
F. E. HAGEMANN

Confirming my telephone conversation with you on Monday, February, 21st, regarding the acceptance of the roads FAS #598-599-600 as a part of the FAS system in Morrow County and our request that the entire project of some 10.9 miles be prepared for contract.

We respectfully request that the entire mileage as surveyed under FAS # 598-599-600 be included in a contract to be let by the Oregon State Highway Commission for the leveling course and an 18 foot, 92 oil mat with binder course, with the understanding that Morrow County will prepare the sub-grade and necessary drainage.

We are in receipt of the options and drawings indicating a request by the highway department for two extensive curves in the Peters-Messner Junction section. We are not in agreement with this request as we feel they are not necessary to the project. As land values are high in that area and the acreages each individual owns is so small for a profitable operation of the individual farms the owners are reluctant to part with any part of the holdings they naturally will be damaged more than we are willing to pay for the acreage.

Secondly, these curves are not any more hazardous than others on the project with the same amount of travel which have not been designated for reconstruction.

We expect to put the entire mileage up to standards that will meet Bureau and State standards, subject to reasonable requirements, traffic volume and tonnage considered.

Should the total contract for the 10.9 miles exceed the monies allocated for the 1955 program we would approve the taking of the balance from our portion of the 1956 allocation.

TT, *Judge*
HEPPNER, OREGON
PH I. THOMPSON, *Commissioner*
HEPPNER, OREGON
RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

PROBATE COURT
The First Monday in Each Month
COUNTY COURT
The First Wednesday in Each Month
JUVENILE COURT
ROAD DEPARTMENT

Mr. John Cattrall

In other words we will be prepared to match the $56,000.00 presently applicable to the 1955 program and any amount necessary to meet the contract requirements that can be applied from the 1955 allocation.

We urgently request that this contract be prepared for letting in the April, 1955 meeting of the Highway Commission. We will have our portion of this project ready before that time.

Sincerely,

Garnet Barratt

Garnet Barratt
Morrow County Judge.

NOTED
Harold C. A[illegible]

Salem, Oregon
January 21, 1955

NOTED
J. W. CATTRALL

Mr. H. G. Smith
Construction Engineer

NOTED
J. F. HAGEMANN

The field data for the Morrow County FAS projects on FAS Routes 598, 599, and 600 have been examined and found to be consistent with the projects as proposed by the county and approved by the Highway Commission.

The County Court is considering the elimination from the FAS project of that portion of the Peters Road (FAS 599) project from the Old Columbia River Highway to the present Columbia River Highway and will advise this office of its final decision within the next week or ten days. It is suggested that no drafting work be done on the section of Peters Road (FAS 599) between Stations 48 and 80 until we have heard from the county. If this section is eliminated the FAS 599 project will begin at Station 0+09 and end at Station 46+00 as there is no work from 46 to 48. The county has also requested that bids be accepted at the April Commission meeting (meeting after next).

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: Mr. V. G. O'Neil

NOTED
[illegible]

Memo to J. W. Nash
2/23/55

Peters-Messner Junction Section
FAS Route 598

This project covers the entire length of FAS 598, extending from a county road junction approximately 2 miles west of Boardman, southerly, easterly, and northerly to a junction with the Boardman-Stanfield State Highway approximately 3.75 miles east of Boardman.

The proposed project is to place a crushed leveling course and a type 0-9 oil mat wearing surface 18 feet in width with 1-foot shoulders on the existing gravel base recently constructed by Morrow County.

This road serves an irrigated farming area on which potatoes, melons, feed, and dairy cattle are raised.

Morrow County	Funds:	Federal	$30,000
8.2 Miles		County	10,000
		State	10,000
		Total..	$50,000

NOTED
J. F. HAGEMANN

JFH:mm

W. F. [illegible]

NOTED
Harold [illegible]

Memo to J. W. Nash
2/23/55

Peters Road Section
FAS Route 599

This project covers the entire length of FAS 599 and extends from a county road junction approximately 1.25 miles west of Boardman, southerly to a junction with FAS 598.

The proposed project is to place a crushed leveling course and a type 0-9 oil mat wearing surface 18 feet in width with 1-foot shoulders on the existing gravel base recently constructed by Morrow County.

This road serves an irrigated farming area on which potatoes, melons, feed, and dairy cattle are raised.

Morrow County	Funds:	Federal	$5,400
1.5 Miles		County	1,800
		State	1,800
		Total..	$9,000

NOTED
J. F. HAGEMANN

JFH:mm

W. F. [illegible]

Memo to J. W. Nash
2/23/55

NOTED

Smith Road Section
FAS Route 600

This project covers the entire length of FAS 600 and extends from a junction with the Columbia River State Highway at the west limits of Boardman, southerly to a junction with FAS 598.

The proposed project is to place a crushed leveling course and a type 0-9 oil mat wearing surface 18 feet in width with 1-foot shoulders on the existing gravel base recently constructed by Morrow County.

This road serves an irrigated farming area on which potatoes, melons, feed, and dairy cattle are raised.

Morrow County
1.23 Miles

Funds:	Federal	$4,500
	County	1,500
	State	1,500
	Total..	$7,500

NOTED
J. F. HAGEMANN

JFH:mm

W. F. [illegible]

FORM 2-90 35M 5-51 08319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 17, 1955

SUBJECT: Base Design Charts

NO
Harold

To: Mr. A. F. Parsons
Division Engineer
Division 5
La Grande, Oregon

Dear Sir:

Reference is made to the Peters Road Section of the F. A. S. 999 Morrow Co.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 356737, 356738, and 356739.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

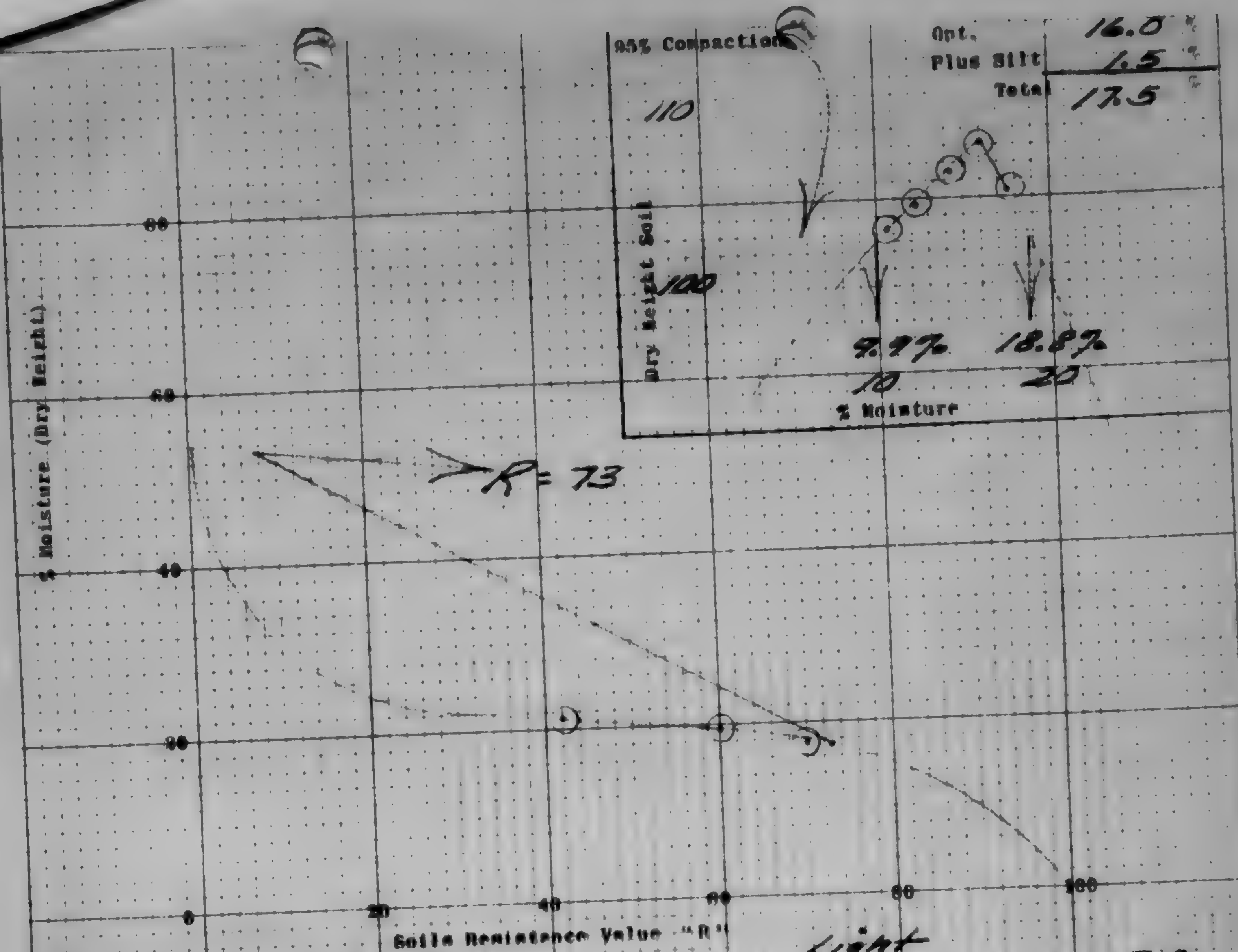
H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RECEIVED
FEB 17 1955
ENGINEER
COU[illegible] [illegible]ATIONS

RW:of
Encls.
cc H. G. Smith
C. G. McKinney
County and City
W. F. Milne

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO
CLEARPRINT PAPER CO. NO T3100 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Data Sheet No. A32897
Lab. No. 356737
LL 19
PI 0
Pass 200 Screen 30.9 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 4.8 %
Coarse Sand 13.5 %
Fine Sand 57.9 %
Silt 17.1 %
Clay 6.7 %
Sg 2.79
Natural Moisture %

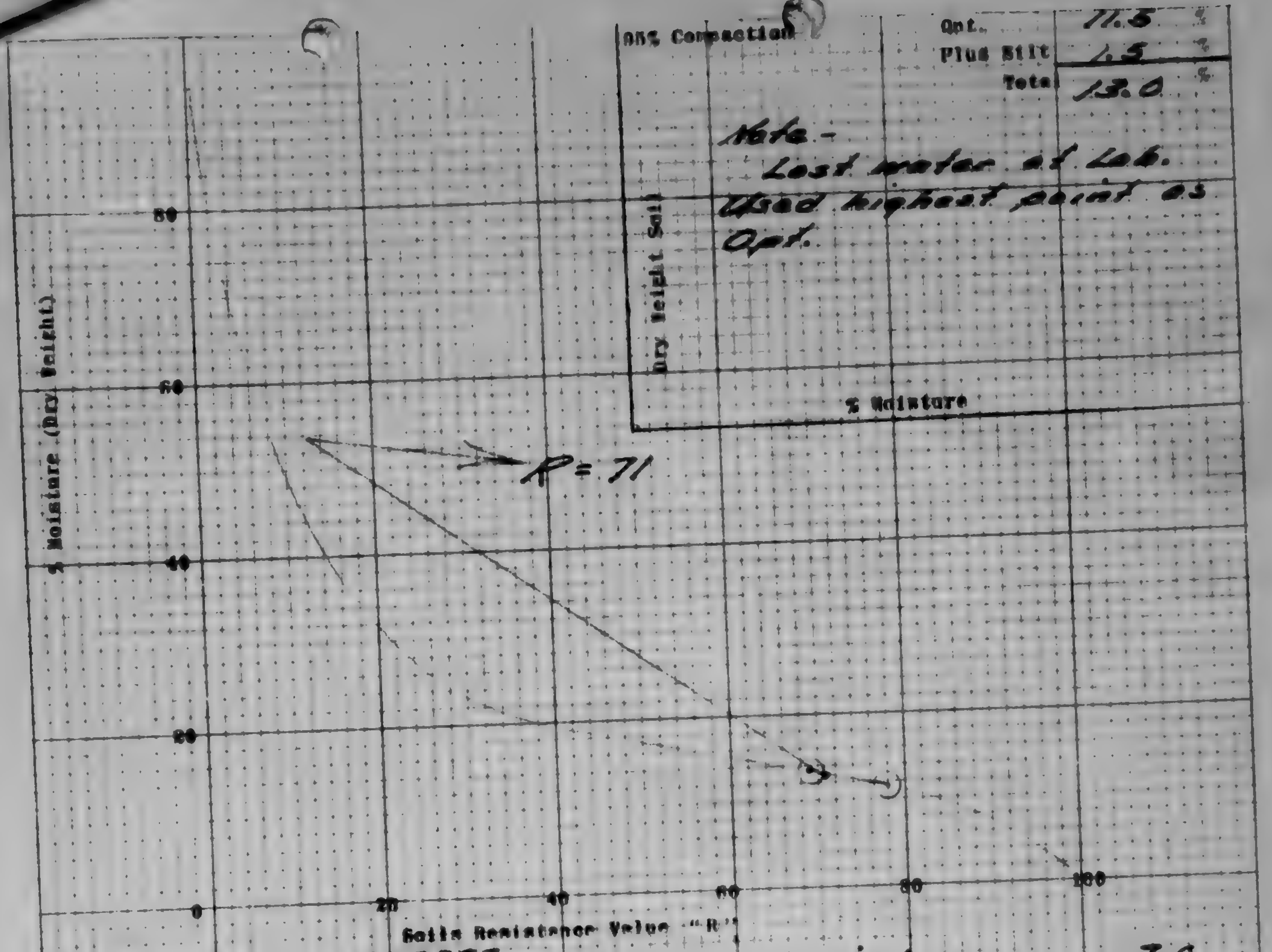
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

Base & Wear Light Traffic 7.0 "
Minus Rock Reduction "
Minus Wearing Surface —
Plus 25% Increase 2.0 "
Plus Wearing Surface
Total Base & Wear 9.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Peters Road
Hwy. F.A.S. 599
Station 75+00
Depth
Hole # Sample A
To be used - Select SG & Subbase
Prefix No.
County - Morrow
Date 2-16-55
Designed by



Opt. 11.5 %
Plus Silt 1.5 %
Tota 13.0 %

Note.-
Lost water at Lab.
Used highest point as
Opt.

Data Sheet No.	A32877	Base & Wear *Light* Traffic	7.0 "
Lab. No.	356738	Minus Rock Reduction	— "
LL	16		
PI	0	Minus Wearing Surface	— "
Pass 200 Screen	20.2 %		
HYDROMETER ANALYSIS		Plus 25% Increase	2.0 "
Particles larger than 2.0 mm	13.1 %	Plus Wearing Surface	"
Coarse Sand	45.0 %	Total Base & Wear	9.0 "
Fine Sand	24.9 %		
Silt	14.3 %		
Clay	2.7 %		
Sg	2.76		
Natural Moisture	%		

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Peters Road
Hwy F.A.S. 599
Station 62
Depth
Hole #
To be used Select SG & Subbase
Prefix No.
County - Morrow
Date 2-16-55
Designed by J

CLEARPRINT PAPER CO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS PRINTED IN USA ON CLEARPRINT TECHNICAL

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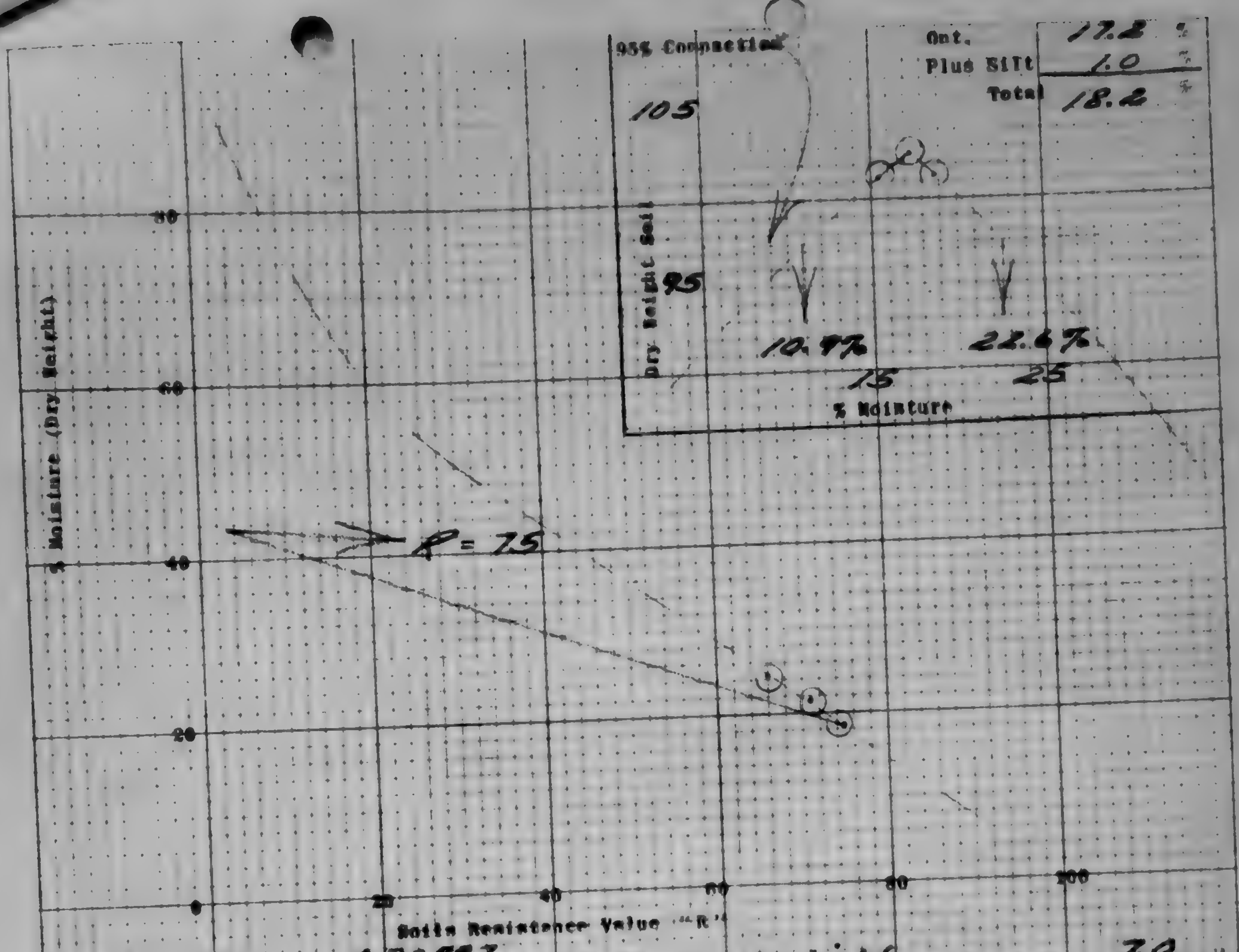
CLEARPRINT PAPER CO NO T3190 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS



Data Sheet No. A32897
Lab. No. 356739
LL 22
PI 0
Pass 200 Screen 17.3 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 2.6 %
Coarse Sand 22.2 %
Fine Sand 60.6 %
Silt 10.7 %
Clay 3.9 %
Sg 2.69
Natural Moisture %

Base & Wear Light Traffic 7.0 "
Minus Rock Reduction —— "
Minus Wearing Surface —— "
Plus 25% Increase 2.0 "
Plus Wearing Surface "
Total Base & Wear 9.0 "

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area, base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Peters Road
Hwy. F.A.S. 399
Station 218
Depth
Hole #
To be used Select SG & Subbase
Prefix No.
County - Morrow
Date 2-16-55
Designed by S

February 10, 1955

Morrow County Court
Court House
Heppner, Oregon

FAS 598

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are two option forms for property to be acquired by Morrow County for right of way in connection with the Peters-Messner FAS project. Also included is a list of these options by Highway Department right of way file number.

Under separate cover we are forwarding three prints of a map, number 7B-30-18, showing the property to be acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm
Encl.

FORM E-30 25M 9-51 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1955

SUBJECT: Peters-Messner County Road

To: John W. Cattrall
County and City Relations Engineer
OFFICE

No. 598

Dear Mr. Cattrall:

Attached you will find two option forms in quadruplicate, covering right of way to be acquired in connection with the Peters-Messner County Road in Morrow County, together with copy of Statements of Information. This contract is scheduled to be let in May 1955.

Also attached are three prints of Map No. 7B-30-18, covering this area and bearing our date of February 7, 1955.

NO.	NAME	AREA
22888	Fred L. & Honora J. Garrett	0.75 acre
22889	L. G. and Verona Shattuck	0.57 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:lw
Enc: 2 options, 3 prints of Map #7B-30-18
cc : R. L. Porter

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
Feb. 1, 1955

To: ~~Mr. A. F. Parson~~
~~Division Engineer~~
~~Division V~~
~~La Grande, Oregon~~

SUBJECT: **Base Design Charts**

RECEIVED
FEB 1 1955
ENGINEER
CO... ...IONS

Dear Sir:

Reference is made to the **Peters - Hessner Junction** Section of the **F. A. S. 598**.

Enclosed you will find 5 base design charts prepared from laboratory tests, numbers **356158, 356159, 356160, 356161, and 356162.**

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber

Ray Webber
Ass't. Construction Engineer

NOTED
HAGEMANN

RW:of
Encls.
cc
H. G. Smith
C. C. McKinney
County and City
W. P. Milne

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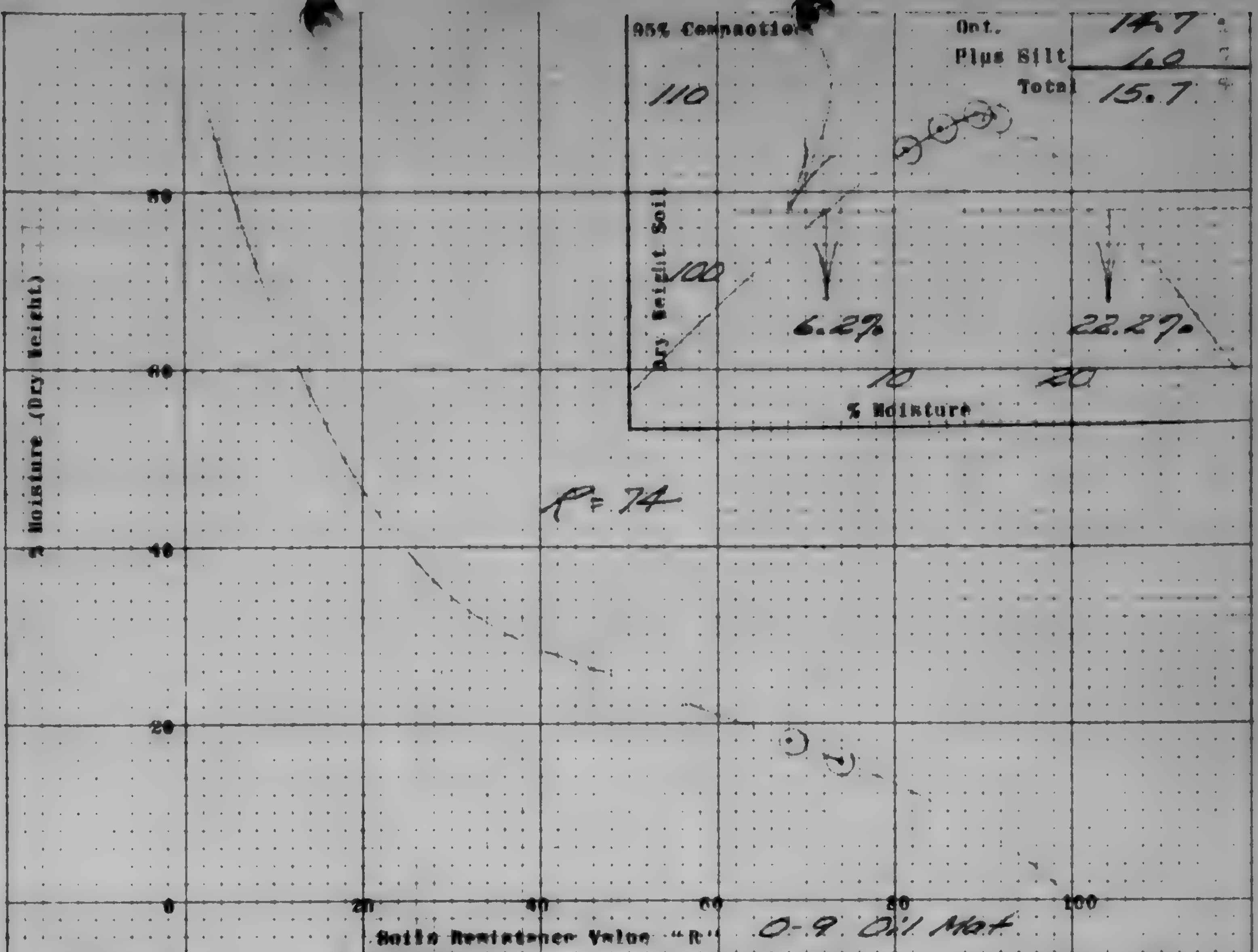

Opt. 14.7 %
Plus Silt 1.0 %
Total 15.7 %

0-9. Oil Mat

Data Sheet No. A38524
Lab. No. 356158
LL 18
PI 0
Pass 200 Screen 21.1 %
HYDROMETER ANALYSIS
Particles larger than 2.0 mm 18.7 %
Coarse Sand 17.9 %
Fine Sand 45.9 %
Silt 12.6 %
Clay 4.9 %
Sg 2.72
Natural Moisture %

Base & Wear Light Traffic 7.0 "
Minus Rock Reduction — "
"
Minus Wearing Surface — "
Plus 25% Increase 2.0 "
Plus Wearing Surface — "
Total Base & Wear 9.0 "

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Peters - Messner Jct.
Hwy. F.A.S. 398
Station M.P. 2.75
Depth 0 - 5'
Hole # 12
To be used Subgrade
Prefix No:
County - Morrow
Date 1-31-55
Designed by

CLEARPRINT PAPER CO. NO T3190 10 DIVISIONS PER INCH BOTH WAYS 70 x DIVISIONS

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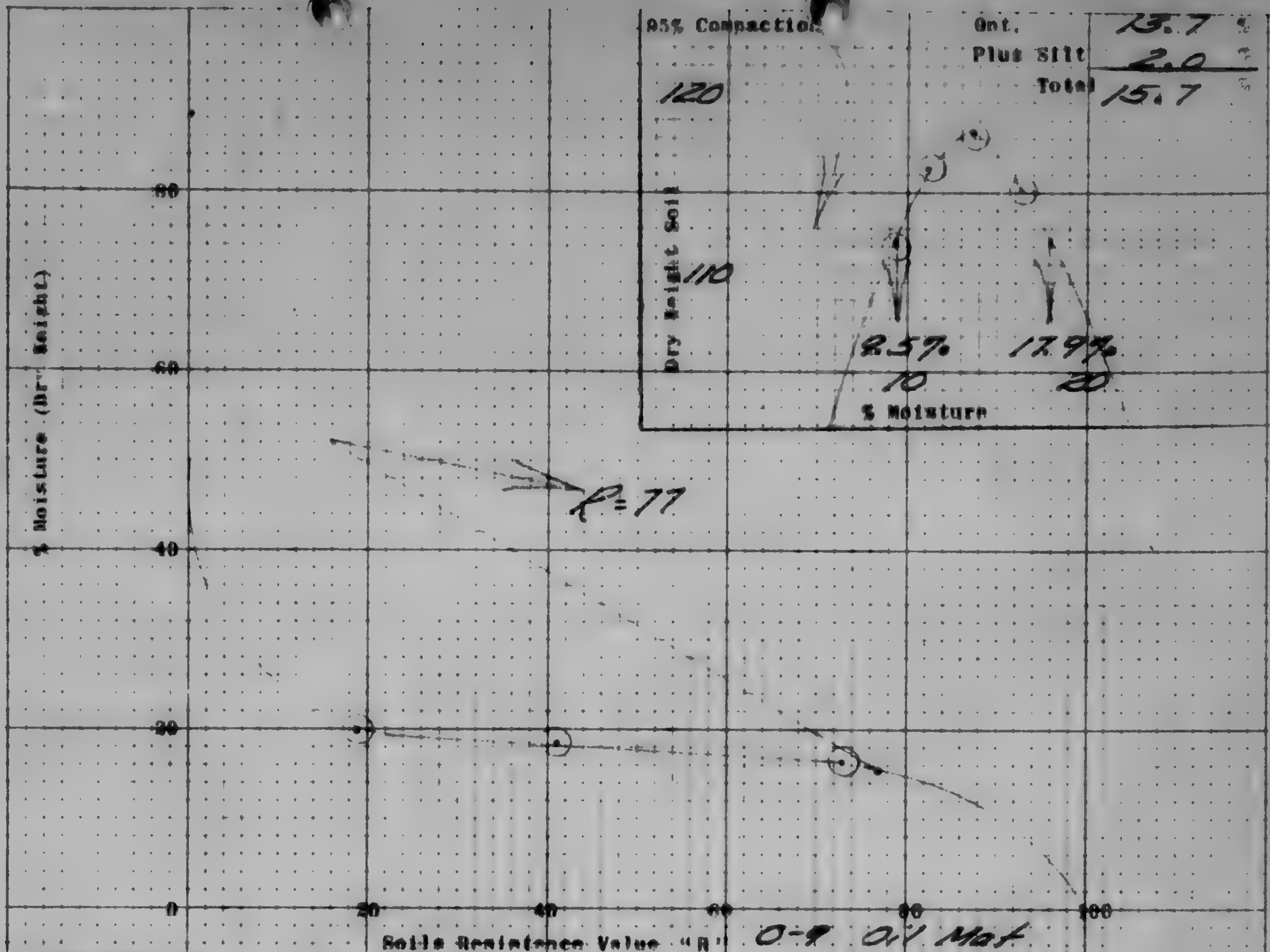
CLEARPRINT PAPER CO. NO T3198 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Ont. 13.7 %
Plus Silt 2.0 %
Total 15.7 %

0-9 Oil Mat

Data Sheet No.	A38524		
Lab. No.	356159	Base & Wear Light Traffic	7.0 "
LL	17	Minus Rock Reduction	— "
PI	0		"
Pass 200 Screen	33.9 %	Minus Wearing Surface	—
HYDROMETER ANALYSIS			
Particles larger than 2.0 mm	22.2 %	Plus 25% Increase	2.0 "
		Plus Wearing Surface	——— "
Coarse Sand	12.9 %	Total Base & Wear	9.0 "
Fine Sand	37.7 %		
Silt	19.5 %		
Clay	7.7 %		
Sg	2.73		
Natural Moisture	15.9 %		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Peters - Massner Jct.
Hwy. F.A.S. 598
Station M.P. 1.50
Depth - 0-5'
Hole # 7
To be used - Subgrade
Prefix No.
County - Morrow
Date 1-31-55
Designed by S

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration

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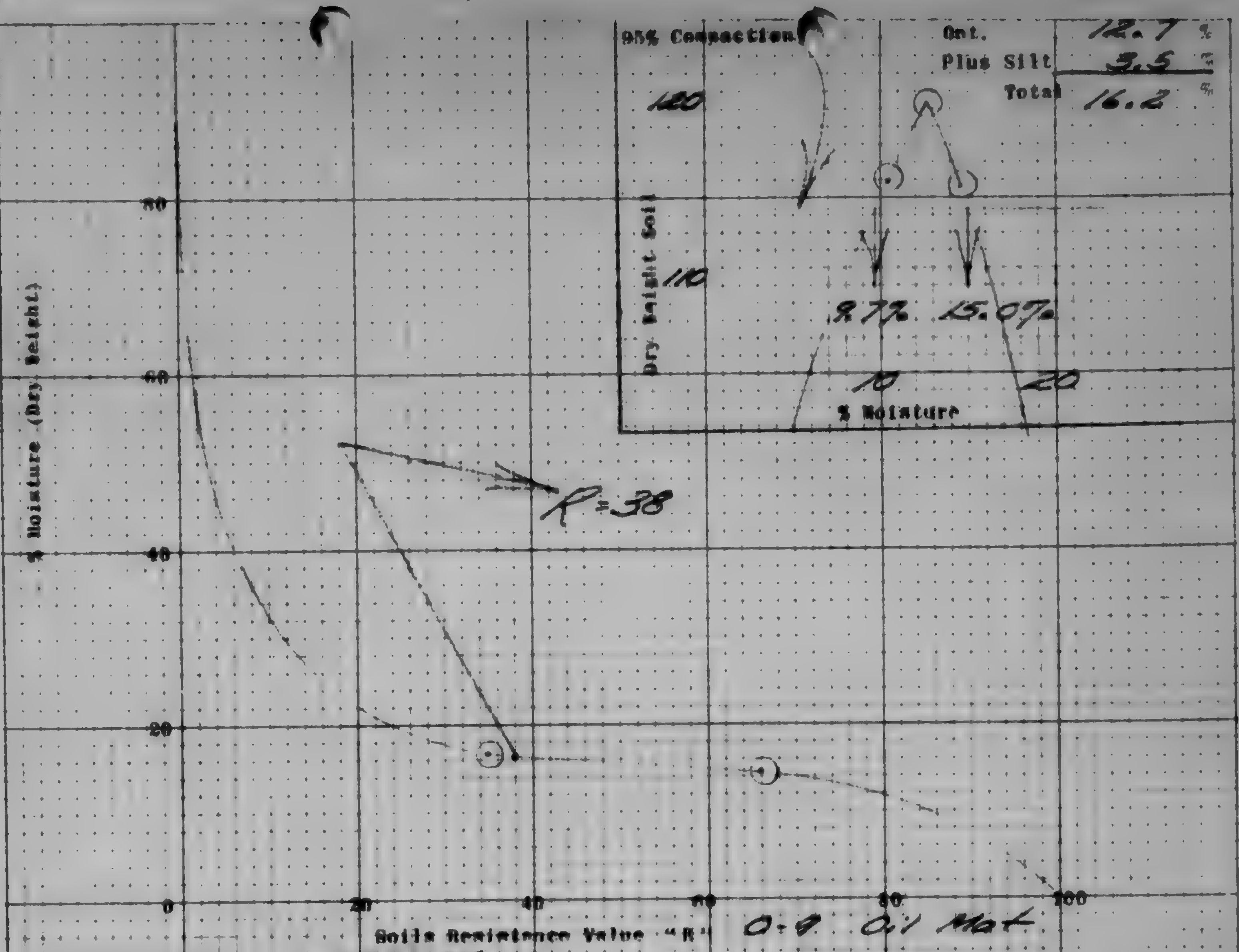
CLEARPRINT PAPER CO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



Ont. 12.7 %
Plus Silt 3.5 %
Total 16.2 %

0-9 Oil Mat

Data Sheet No.	A38524		
Lab. No.	356.160	Base & Wear Light Traffic	7.0 "
LL	18	Minus Rock Reduction	— "
PI	2		"
Pass 200 Screen	48.7 %	Minus Wearing Surface	—
HYDROMETER ANALYSIS			
Particles larger than		Plus 25% Increase	2.0 "
2.0 mm	28.0 %	Plus Wearing Surface	"
Coarse Sand	7.5 %	Total Base & Wear	9.0 "
Fine Sand	24.6 %		
Silt	30.2 %		
Clay	9.7 %		
Sg	2.72		
Natural Moisture	10.5 %		

OREGON STATE HIGHWAY DEPARTMENT

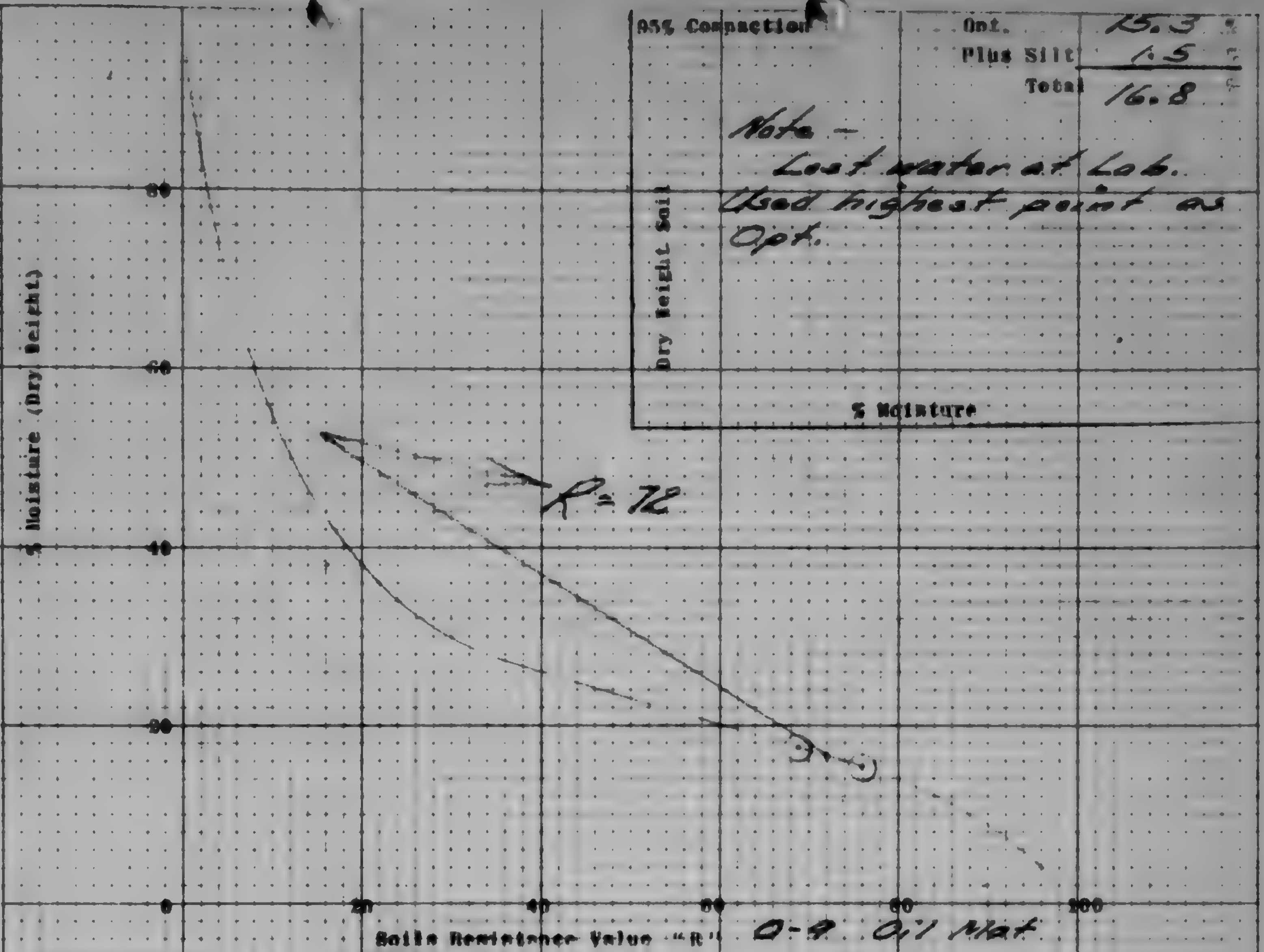
SOILS DIVISION

BASE DESIGN CHART

Section Peters - Massner Jct.
Hwy. F.A.S. 598
Station M.P. 0.0
Depth 0-5'
Hole # 1
To be used Subgrade
Prefix No.
County - Morrow
Date 1-31-55
Designed by

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available, in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration



95% Compaction
Opt. 15.3 %
Plus Silt 1.5 %
Total 16.8 %

Dry Weight Soil
% Moisture

Note –
Lost water at Lab.
Used highest point as Opt.

0-9 Oil Mat

Data Sheet No.	A38524
Lab. No.	356161
LL	17
PI	0
Pass 200 Screen	27.5 %
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	14.7 %
Coarse Sand	21.1 %
Fine Sand	41.5 %
Silt	17.1 %
Clay	5.6 %
Sg	2.73
Natural Moisture	6.7 %

Base & Wear Light Traffic	7.0 "
Minus Rock Reduction	— "
Minus Wearing Surface	— "
Plus 25% Increase	2.0 "
Plus Wearing Surface	"
Total Base & Wear	9.0 "

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section Patens - Messner Sect.
Hwy. F.A.S. 598
Station M.P. 1.0
Depth 0-5'
Hole # 5
To be used Subgrade
Prefix No.
County Morrow
Date 1-31-55
Designed by G

CLEARPRINT PAPER CO. NO 1000 10 DIVISIONS PER INCH BOTH WAYS 10 X 100 DIVISIONS
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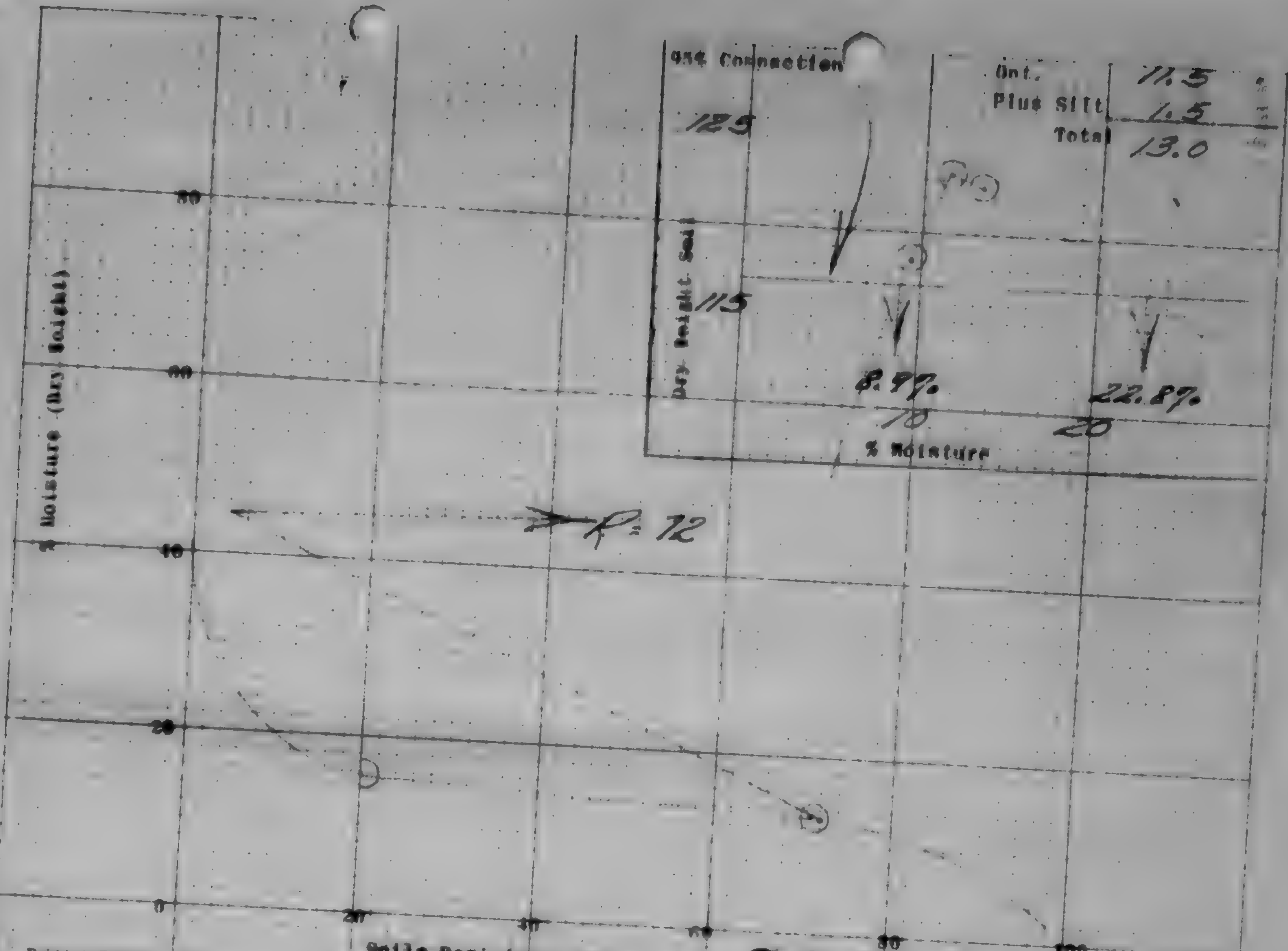
PRINTED IN U.S.A. ON CLEARPRINT TECH

CLEARPRINT PAPER CO. 10 DIVISIONS PER INCH BOTH WAYS 20 X 100 DIVISIONS



Soils Resistance Value "R" 0-9 Oil Mat

Data Sheet No.	A38524	Base & Wear Light Traffic	7.0
Lab. No.	356162	Minus Rock Reduction	—
LL	17		
PI	0		
Pass 200 Screen	28.6 %	Minus Wearing Surface	—
HYDROMETER ANALYSIS			
Particles larger than 2.0 mm	47.0 %	Plus 25% Increase	
Coarse Sand	10.1 %	Plus Wearing Surface	2.0 "
Fine Sand	22.0 %	Total Base & Wear	9.0
Silt	15.1 %		
Clay	5.8 %		
Sg	2.75		
Natural Moisture	12.7 %		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Peters - Messner Jct.
Hwy. F.A.S. 598
Station M.P. 1.25
Depth 0-5'
Hole # 6
To be used Subgrade
Profile No.
County - Morrow
Date 1-31-55
Designed by 4

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

FORM 2-90 25M 9-51 56319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 1, 1955

SUBJECT: **Base Design Charts**

To: Mr. A. F. Parsons
Division Engineer
Division V
La Grande, Oregon

RECEIVED
FEB 1 1955
ENGINEER
COUNTY & CITY OPERATIONS

Dear Sir:

Reference is made to the Peters Road Section of the F. A. S. 999.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 336165, 336166, and 336167.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

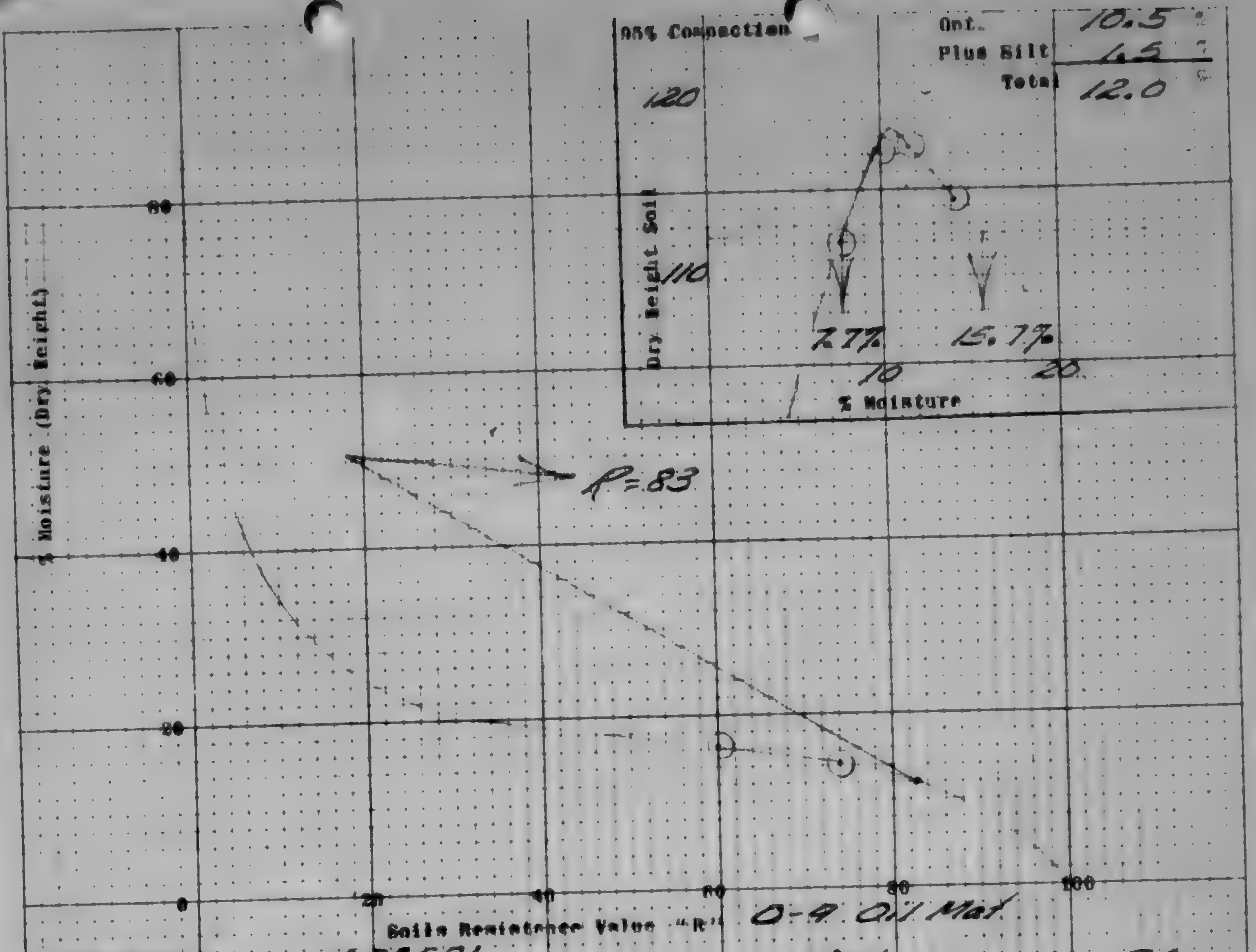
Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

NOTED
J. F. HAGEMANN

RW:of
Encls.
cc H. G. Smith
C. C. McKinney
County and City
W. P. Milne



0-9. Oil Mat

Data Sheet No. A38521
Lab. No. 356165
LL 17
PI 0
Pass 200 Screen 31.1 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 42.0 %
Coarse Sand 7.8 %
Fine Sand 29.3 %
Silt 15.1 %
Clay 5.8 %
Sg 2.72
Natural Moisture 6.0 %

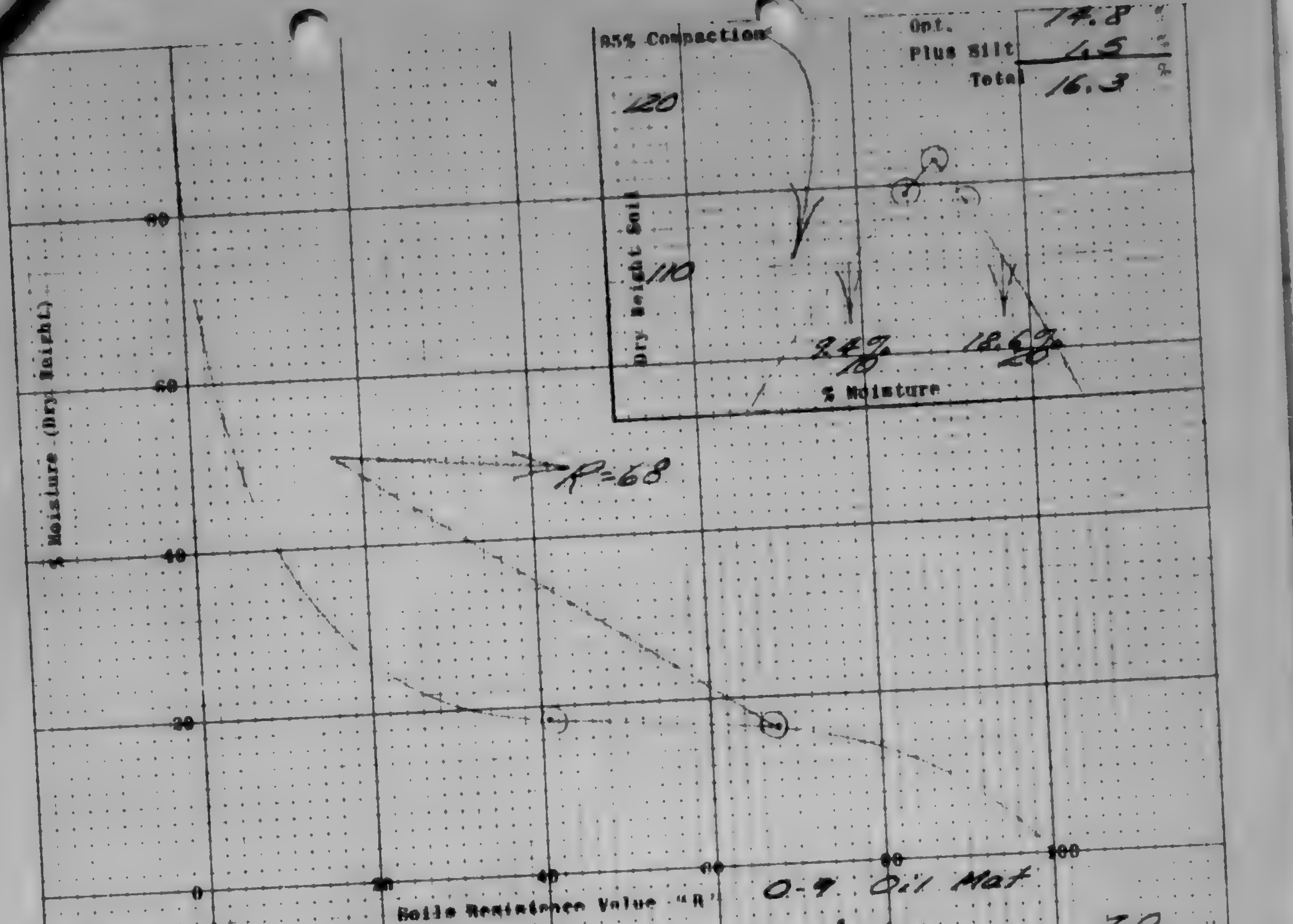
NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

Base & Wear Light Traffic 7.0 "
Minus Rock Reduction "
Minus Wearing Surface
Plus 25% Increase 2.0 "
Plus Wearing Surface "
Total Base & Wear 9.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Peters Road
Hwy. F.A.S. 599
Station M.P. 0.0
Depth 0-5'
Hole # 1
To be used Subgrade
Prefix No.
County - Morrow
Date 1-31-55
Designed by

CLEARPRINT PAPER CO. NO T8190 10 DIVISIONS PER INCH BOTH WAYS 70 x 100 DIVISIONS
PRINTED IN USA ON CLEARPRINT TECHNICAL PAPER NO 1000H



Opt. 14.8 %
Plus Silt 1.5 %
Total 16.3 %

0-4 Oil Mat

Data Sheet No. A38521
Lab. No. 356166
LL 18
PI 0
Pass 200 Screen 30.1 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 37.1 %
Coarse Sand 9.8 %
Fine Sand 32.3 %
Silt 13.9 %
Clay 6.9 %
Sg 2.72
Natural Moisture 14.8 %

Base & Wear Light Traffic 7.0
Minus Rock Reduction —
Minus Wearing Surface —
Plus 25% Increase 2.0
Plus Wearing Surface
Total Base & Wear 9.0

NOTE

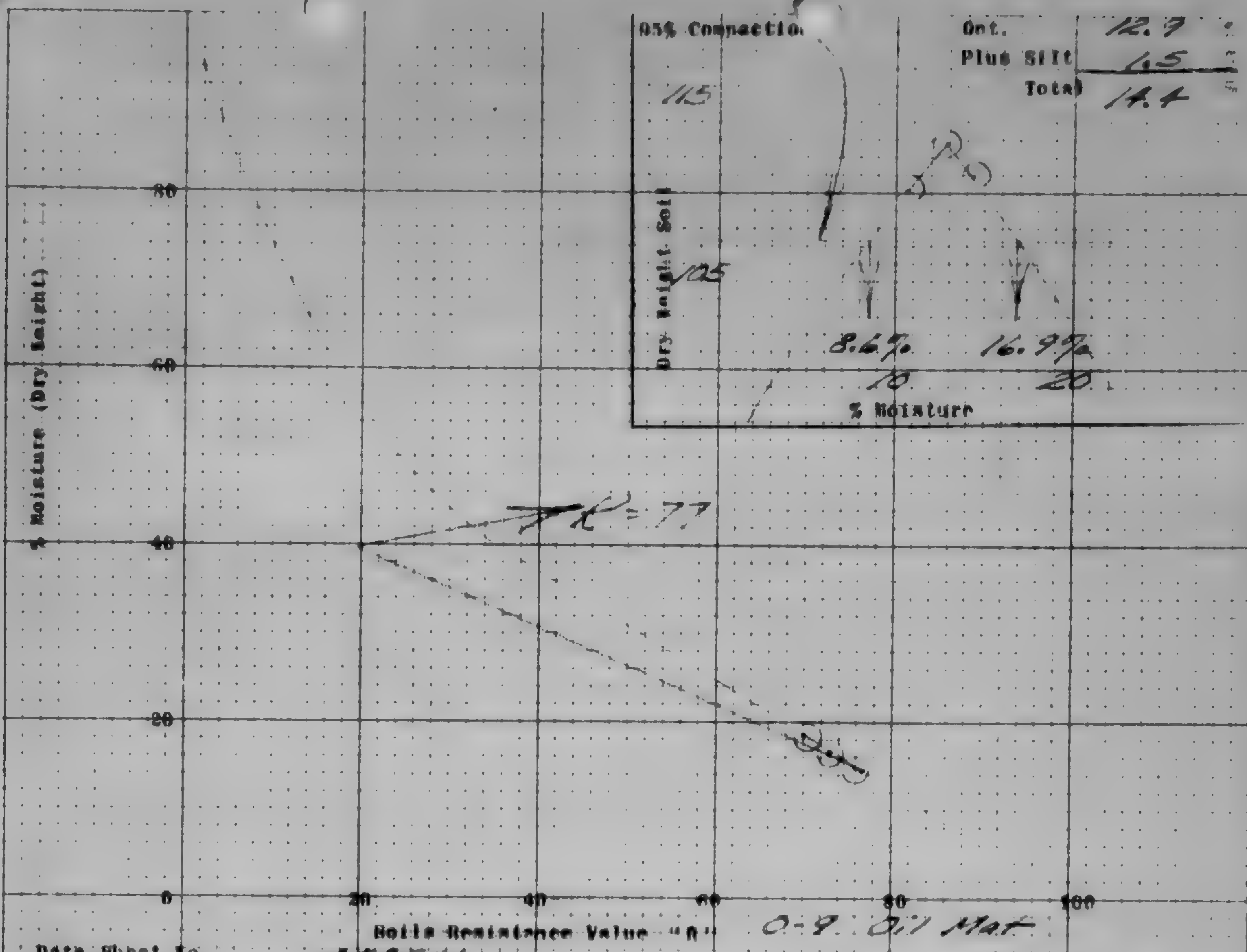
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost soils prevail in area, base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Petans Road
Hwy. F.A.S. 599
Station M.P. 1.25
Depth - 0-5'
Hole # 6
To be used - Subgrade
Prefix No.
County - Morrow
Date - 1-31-55
Designed by S

PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO.
CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS

PRINTED IN USA ON CLEARPRINT TECHNICAL PAPER NO 1000H

CLEARPRINT PAPER CO NO T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS



0-9. Oil Mat

Data Sheet No. A38521
Lab. No. 35616.7
LL 18
PI 0
Pass 200 Screen 27.3 %
HYDROMETER ANALYSIS
Particles larger than 2.0 mm 14.6 %
Coarse Sand 13.7 %
Fine Sand 52.9 %
Silt 13.7 %
Clay 5.1 %
Sg 2.72
Natural Moisture 11.5 %

Base & Wear Light Traffic 7.0
Minus Rock Reduction —
Minus Wearing Surface —
Plus 25% Increase 2.0
Plus Wearing Surface
Total Base & Wear 9.0

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Peters Road
Hwy F.A.S. 599
Station MP 1.50
Depth 0-5'
Hole # 7
To be used Subgrade
Prefix No.
County Morrow
Date 1-31-55
Designed by

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of silt represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

FORM 2-90 20M 9-51 58215

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 1, 1955

SUBJECT: **Base Design Charts**

To:
Mr. A. F. Parson
Division Engineer
Division V
La Grande, Oregon

Dear Sir:

Reference is made to the **Smith Road** Section of the **F. A. S. 600** Morrow Co.

Enclosed you will find **1** base design charts prepared from laboratory tests, numbers **356164.**

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

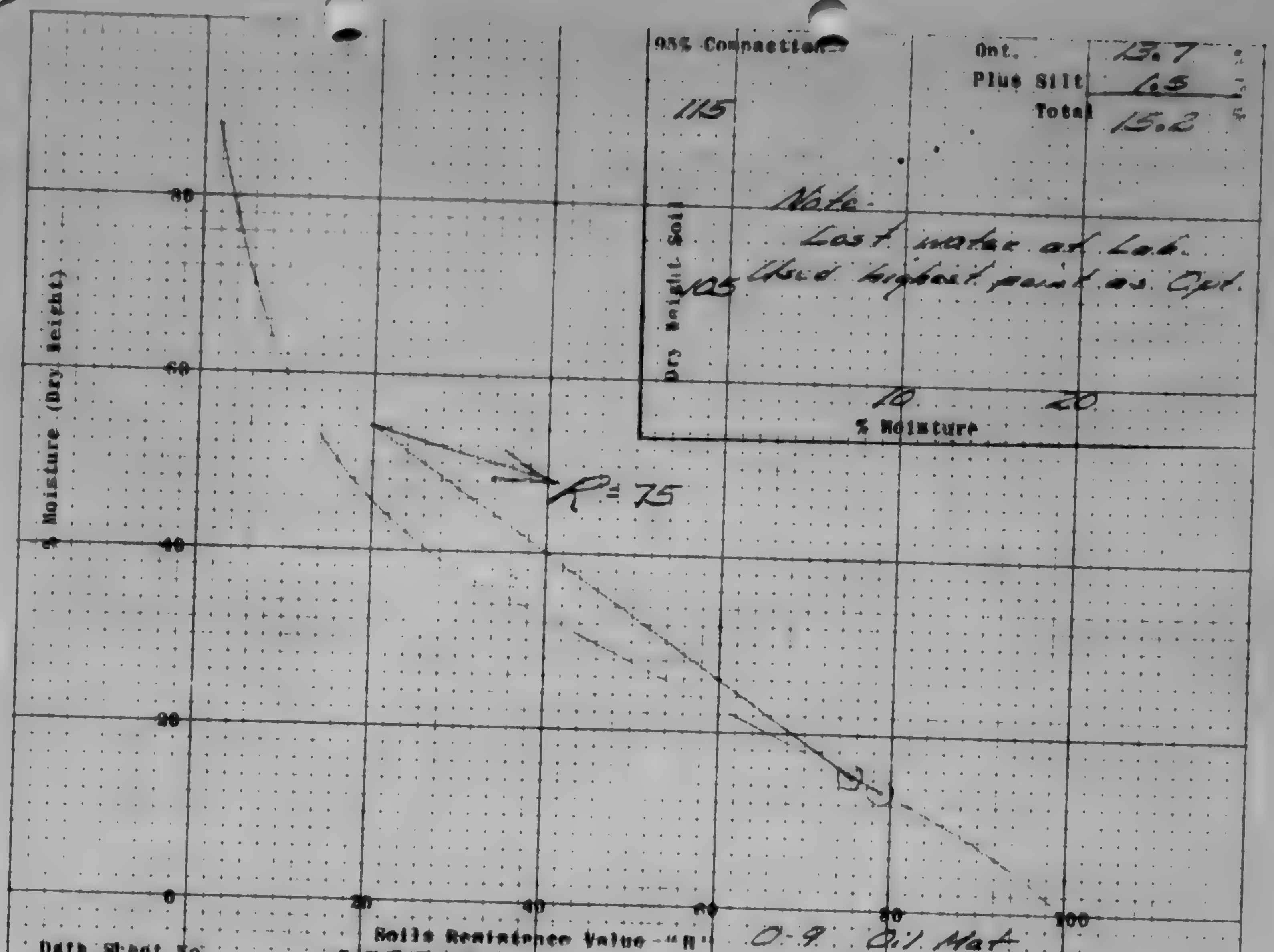
H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

NOTED
J. F. HAGELMANN

RW:of
Encls.
cc
H. G. Smith
C. G. McKinney
County and City
W. F. Milne

CLEARPRINT PAPER CO NO. T3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS PRINTED IN USA ON CLEARPRINT TECHNICAL PAPER NO 1000H



Opt.	13.7
Plus Silt	1.5
Total	15.2

Note:
Lost water at Lab.
Used highest point as Opt.

Soils Resistance Value -"R" 0-9. Oil Mat

Data Sheet No.	A38523	Base & Wear Light	Traffic	7.0 "
Lab. No.	356164	Minus Rock Reduction		— "
LL	16			
PI	0			
Pass 200 Screen	26.5 %	Minus Wearing Surface		— "
HYDROMETER ANALYSIS				
Particles larger than 2.0 mm	8.6 %	Plus 25% Increase		2.0 "
		Plus Wearing Surface		"
Coarse Sand	33.5 %	Total Base & Wear		9.0 "
Fine Sand	37.8 %			
Silt	13.7 %			
Clay	6.4 %			
Sg	2.75			
Natural Moisture	4.5 %			

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Smith Road
Hwy. R.A.S. 600
Station M.P. 0.5
Depth 0-5'
Hole # 1
To be used Subgrade
Prefix No.
County - Morrow
Date 1-31-55
Designed by G

GARNET BARRATT, *Judge*
HEPPNER, OREGON

RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON

RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

PROBATE COURT
The First Monday in Each Month
COUNTY COURT
The First Wednesday in Each Month
JUVENILE COURT
ROAD DEPARTMENT

November, 26, 1954

NOTED
Harold [illegible]

Copy

RECEIVED
[illegible] 1954

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Baldock:

J. F. HAGEMANN

Through Mr. Larry Smitton, District Maintenance Engineer, we have been advised that there is the possibility that a rock production job may be let by the commission in the Boardman-Irrigon area in the very near future.

As the commission has approved FAS Projects No. 598-599-600 in Morrow County, which are in the Boardman area, and are now being processed by the Bureau of Public Roads, and as it will be necessary to contract for the production of the aggregates for this job, we would suggest that the commission consider the possibility of contracting for the aggregates necessary for the FAS project and those for maintenance purposes in the same contract and at the same site.

It would appear that with the addition of approximately 10,000 cubic yards more to this contract that a more favorable price would be secured and more interest shown by a larger number of contractors.

Morrow County would also be interested in acquiring several thousand yards of rock for other county roads in the immediate area if a favorable price was available.

I have previously submitted this thought to Mr. Vern Jones of the County and City Relations Department, with the idea of economy and less duplication of contracts for the rock production and wish to follow through with a written suggestion.

We are most appreciative for the commissions approval of our application for FAS assistance on county roads in the Boardman area.

Sincerely,
Garnet Barratt
Garnet Barratt
Morrow County Judge.

cc: Larry Smitton
John Cattrall

RECEIVED

In Sunny Eastern Oregon Where Agriculture Flourishes

GARNET BARRATT, *Judge*
HEPPNER, OREGON

RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON

RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court

HEPPNER, OREGON

PROBATE COURT
The First Monday in Each Month
COUNTY COURT
The First Wednesday in Each Month
JUVENILE COURT
ROAD DEPARTMENT

November, 26, 1954

NOTED

Mr. John Cattrall, Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon.

NOTED
J. F. HAGEMANN

Dear John:

After all the tensions of the past few weeks I am endeavouring to catch up on some of my delayed correspondence.

I therefore, wish to acknowledge your letter of November, 1 and 3, in which you notified the Morrow County Court of the approval by the Oregon Commission of our application for assistance on county projects under the Federal Secondary Act.

We are pleased to hear of this action and trust that final approval will be received from the Bureau of Public Roads in the near future.

We acknowledge the designation of these projects as FAS No. 598-599-600 for approximately 11 miles in the Boardman area.

With appreciation to the commission and to your department for your cooperation, I am,

Sincerely,

Garnet Barratt
Morrow County Judge.

NOTED
[illegible]

RECEIVED
NOV 29 1954
ENGINEER
C[illegible] RELATIONS

RECEIVED
NOV 29 1954
OREGON
STATE HIGHWAY COMMISSION

In Sunny Eastern Oregon Where Agriculture Flourishes

NOTED
V. R JONES

J. W. CATTRALL

November 1, 1954

NOTED
Harold C. Ayers

Morrow County Court
Court House
Heppner, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Morrow County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in La Grande and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

Projects approved by Highway Commission October 28, 1954

MORROW COUNTY
PROPOSED PROJECTS

FAS 598 - Peters-Messner Junction Section, Approximately 8.2 Miles, $42,000. This section extends from the Columbia River Highway near Peters, southerly, easterly, and northerly to a junction with the Columbia River Highway near Messner.

The proposed project is to place a 1-1/2" leveling course, place a binder course, and an 18' wide 0-9 with 1' shoulders on the pit run base to be constructed by the county. The county plans to immediately commence grade widening operations and placing of the bottom course base material. Due to existing irrigation facilities the county contemplates little or no changes in grade or alinement, and the survey for the FAS project could be run at any time. It is suggested that Judge Barratt be contacted relative to possible easing of four right angle curves. The county has requested that the FAS project be contracted not later than March, 1955.

FAS 599 - Peters Road Section, Approximately 1.6 Miles, $8,000. This section extends from the old Columbia River Highway (presently a county road) approximately 1 mile west of Boardman, southerly to a junction with FAS 598.

The proposed project is the same as for FAS 598, excepting the entire section is on tangent.

FAS 600 - Smith Road Section, Approximately 1.2 Miles, $6,000. This section extends from the Columbia River Highway immediately south of Boardman, southerly to a junction with FAS 598.

The proposed project is the same as for FAS 598, excepting the entire section is on tangent.

9/9/54

S-181 (1) Houston Lake-Powell Butte 1955
Sec. of the Houston Lake
4420 Road.

Form A-154—1016—6-56

INVOICE

Oregon State Highway Department

SALEM, OREGON

...ED
J. W. CATTRALL

Crook County
Prineville, Oregon

Attn: County Court

Contract 4420
S-191 (3)

RECEIVED
J. F. [illegible]MANN

Invoice No. **45262**

Date May 24, 1956

Your Req. No.

Billing Request No. CC-236A

Credit distribution: 507-1024-297

Final Billing County's share total cost of [illegible]ston Lake-Powell Butte Section of FAS 641. Covered by agreement dated April, 1955.

Original Advance Deposit	8,960.00	
Less: Amt. previously transferred	7,000.00	
Balance Advance Deposit		1,960.00
County Share of Total Costs as per attached	7,915.93	
Less: Amt. previously transferred	7,000.00	915.93
To be retained		$1,044.07

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 56563

NOTED
J. W. CATTRALL

May 23, 1956

Crook County Court
Courthouse
Prineville, Oregon

NOTED
J. F. HA[illegible]NN

Gentlemen:

Final costs of the Houston Lake-Powell Butte Section of FAS 651 are now available and it has been determined that the agreed County share of these costs is $7,915.93 as shown in the attached cost statement. As the County initially deposited $8,960.00 a refund of $1,044.07 is due. As per our recent telephone conversation with Judge Fowler, we will retain this refund and apply it toward the advance deposit required in connection with the Barnes Butte Road Section of FAS 683.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:te
Att.

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Crook
Contract No. [illegible]
Date 5/22/56

FAS 651
Section [illegible] Powell Butte. Completed 7.31.55

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
1. Clearing & grubbing	all	2,000.00	100%	2,000.00
2. Drainage excav, unclass.	c.y.	[illegible]	[illegible]	639.50
3. Special borrow excav, unclass.	[illegible]	[illegible]	[illegible]	[illegible]
4. Tractor	hr.	10.00	143	1,430.00
5. Grid roller	hr.	6.00	143	858.00
6. 12" corr. metal pipe	l.f.	3.00	114	342.00
7. 18" " " "	l.f.	4.00	46	184.00
8. 18" arch type corr. metal pipe	[illegible]	[illegible]	[illegible]	[illegible]
9. 22" " " " " "	l.f.	[illegible]	[illegible]	[illegible]
10. 43" " " " " "	l.f.	[illegible]	12	[illegible]
11. 58"	l.f.	[illegible]	74	[illegible]
12. Galv. [illegible]	l.f.	2.00	32	64.00
13. Sprinkling	M. Gal.	2.50	176.68	441.70
14. Preparation of base	mile	[illegible]	[illegible]	272.00
15. Haul & place [illegible] mat'l in binder course	s.y.	2.10	304	[illegible]
16. Haul & place aggregate	c.y.	[illegible]	[illegible]	[illegible]
17. RC-3 asphalt	ton	[illegible]	57.[illegible]	2,29[illegible]
18. 150-200 asphalt	ton	38.00	123.18	4,680.84
		Subtotal		$37,7[illegible]
		Construction engineering		3,124.32
		Total construction costs		[illegible]
		Federal funds collected for project		$25,[illegible]77.00

AGREED COUNTY SHARE TOTAL COSTS
50% of difference between total costs and Federal funds
($40,908.86 - $25,[illegible]77.00) x 1/2 = $7,915.93

County advance deposit	$8,96[illegible]
County share total costs	7,915.93
REFUND DUE CROOK COUNTY	$1,044.97

Prineville Ore.
Se[illegible] 24,1954

FAS 651
Crook Co.

NOTED
Harold C. A[illegible]s

Mr. John Catterall
City,County,Public Relations Engineer
Oregon State Hiway Commission
Salam,Ore.

Dear,Sir.
I am replying to your request for addinacial information onthe proposed F.A.S, Project For Crook County.

Dairy Products,	300 T.
Beef	500,T
Potatoes,	1500,T
Hay,	1000, T
Grain,	10,000.T
Clover,	100. T
Sheep,Swine& Poultry	200 T
Incoming~~s~~ Supplies	6000 T

NOTED
J. W. CATTRALL

NOTED
V. R. JON[illegible]

In addition,this route serves mail,milk,& school routes.

Hoping this serves your needs,in this matter,I remain,
Yours, Very Truly
Wayne W. Lithgow, Road,Supt.

RECEIVED
SEP 30 1954
ENGINEER
COUNTY & CITY RELATIONS

FAS ____ County [illegible] Contract No. ____

Section ____ [illegible]

Location ____ [illegible]

[illegible]

1955 & 1956

FAS 651 **County** Crook **Contract No.** 4420

Section

54-C-159}, Jct with State Hwy at S. End looking North

Location 5

3-22-56

EIVED
25 1955
FILING

[illegible] (1)
4420
3148

October 24, 1955

Mr. P. C. Knox
310 East Hereford Street
Gladstone, Oregon

Dear Sir:

Re: Contract No. 4420

After receiving your letter of October 19 I again had a check made of the points which you brought up. Contrary to the information contained in your letter, we have found that the stakes were set properly. They were set for a four-foot bottom ditch and in the proper position. The quantity of material moved was as you represented, but had you graded the backslopes to the 1:1 as staked and held the bottom of the ditch to specified width no overrun of the drainage excavation item would have been experienced.

It, therefore, appears that the additional excavation that was made by steepening the backslopes and widening the ditch was done for your convenience to suit the equipment you were using or your method of operation.

The Resident Engineer and Inspector on the job both deny having assured you that the remeasure would be the determining factor of pay quantity.

For the reasons above stated, your claim must be rejected.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

LHY:dt me

cc Mr. S. H. Probert
Mr. Forrest Cooper

ASSIGNMENT

Date: October 20, 1955 No. 6148 By WCW

Description: Letter of October 19 by P. C. Knox, contractor, of Gladstone, regarding drainage excavation on the Powell Butte-Houston Lake Contract No. 4420.

Acknowledged by____ Referred to Cooper

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
X Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: Confer with Probert.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 10-21-55 Report Received__________

PHONE: OREGON CITY 3246

. KNOX
NTRACTOR
HEREFORD STREET
ONE, OREGON

19-55

NOTED
W. C. WILLIAMS

ion on the Powell Butte Job # 4420
e set for 6' bottom but marked for
cavate to the stakes,as called for
engineers and assured that the
termining factor in the quantity for
es are still in their origional

lly,

P. C. Knox

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
OCT 20 1955
OREGON
STATE HIGHWAY COMMISSION

Called Bates
He will call back
in a.m.

NOTED
L. H. Young

PHONE: OREGON CITY 3246

P. C. KNOX
CONTRACTOR
310 EAST HEREFORD STREET
GLADSTONE, OREGON

NOTED
W. C. WILLIAMS

Oct. 19-55

W. C. Williams,
Deputy State Highway Engineer,
Salem, Oregon.

Dear Sir:

In regard to the drainage excavation on the Powell Butte Job # 4420 wish to state that the stakes were set for 6' bottom but marked for 4' bottom, we were directed to excavate to the stakes, as called for in the plans and as staked by the engineers and assured that the final measurement would be the determining factor in the quantity for final payment. Most of the stakes are still in their origional position.

Respectfully,

P. C. Knox

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
OCT 20 1955
OREGON
STATE HIGHWAY COMMISSION

Called [illegible]
the work will be
[illegible]
[illegible]

NOTED
L. H. Young

B

RECEIVED
OCT 14 1955
FOR FILING

3-181 (1)
4420

October 13, 1955

P. C. Knox
310 S. Hereford St.
Gladstone, Oregon

Dear Sir:

Reference is made to your recent oral request for a field check of the quantities of Drainage Excavation allowed you for ditch construction at stations 25, 29 and 76 of the Houston Lake-Powell Butte Section, Contract No. 4420.

The matter has been taken up with the resident engineer and he advises that the discrepancy of about 153 cubic yards between the quantities allowed you and the quantities indicated by the cross-section notes you left with us is accounted for by unauthorized excavation made outside of staked limits.

Quantities of excavation made within the staked limits have been rechecked and found to conform with the quantities allowed in the final estimate.

The cross-section notes left with us are being returned to you herewith.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SHP:ia

cc: Forrest Cooper
Dean Swift

RECEIVED
OCT 12 1955
FOR FILING

S-181 (1)
4420

mrs Lewis

October 10, 1955

Jewett, Barton, Leavy and Kern
Agents Glen Falls Insurance Company
Lewis Building
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Asa Knowles, against P. C. Knox on State Highway Contract #4420, for grading and oiling the Houston Lake - Powell Butte Section of the Houston Lake Crook County Road.

This information is provided as your company appears as surety on the bond furnished with the contract mentioned.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CHG:lt

cc: P. C. Knox
310 Hereford St.
Gladstone, Oregon

NOTED ON CARD

RECEIVED
OCT 12 1955
FOR FILING

S-181 (1)
4420

Files

Mrs. Lewis

October 10, 1955

Earl T. Newbry,
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This will acknowledge your letter of October 7, 1955, to which was attached three copies of a claim filed with your office by Mr. Asa Knowles, against the bond taken from the Glen Falls Insurance Company, for hauling cinders, water, truck rental, etc., on Contract #4420.

The claim is for $1,901.14 and bears your file number 3524.

Respectfully yours,

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer,
Secretary

CWH:lt

NOTED ON CARD
gl

Contract # 4420
F.C. Knox

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

October 7, 1955

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received from Asa Knowles, and filed as of this date, a notice of claim by Asa Knowles, for hauling cinders, hauling water, truck rental, etc., in the sum of $1,901.14 against the bond taken from the Glen Falls Insurance Company through their agent, Jewett, Barton, Leavy and Kern, surety, for work on the Houston Lake - Powell Butte Section of the Houston Lake Crook County Road, job #4420, our file #3524.

Lewis Bldg.
Port-a-Ore.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Yours very truly,

EARL T. NEWBRY,
Secretary of State

By Geo. Stephens
Cashier,
Records Division

MD

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
OCT 10 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

October 5, 1955

To the state of Oregon, Secty of State ~~Crook County~~

Powell Butte - Houston Lake job # 4420 Crook County

" Notice is hereby given that the undersigned, Asa Knowles, has a claim for hauling cinders, hauling water, truck rental and P.C.Knox' share of gas bill on job # 4420, in the sum of $ 1901.14 dollars against the bond taken from the Glen Falls Insurance Company through agent, Jewett, Barton, Leavy and Kern, in the Lewis Building Portland 4, Oregon, for grading and oiling the Houston Lake - Powell Butte Section of the Houston Lake Crook County Road. "

Asa Knowles

Asa Knowles
Rt. 7, Box 609
Vancouver, Wash.

SECRETARY OF STATE
RECEIVED
OCT 7 - 1955
EARL T. NEWBRY

File No. 3524

FILED
OCT 7 1955
EARL T. NEWBRY
SECRETARY OF STATE

RECEIVED
OCT 12 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 6, 1955

(CONTRACT NO.) 4420

(EST. NO.) 4-Final

(CONTRACTOR) P. C. Knox

(VOUCHER NO.) 20048

(WARRANT NO.) R-133392

(AMOUNT) $ 1,146.15

(DATE) 10/6/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: July 31, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 7 1955

Ruth Rawlings

NOTED ON [illegible]

RECEIVED
OCT 7 1955
FOR FILING

S-151(1)

4420

October 4, 1955

Mr. P. C. Knox
310 East Hereford St.
Gladstone, Oregon

Dear Sir:

We refer to your letter of September 30 concerning quantities allowed for drainage excavation in the final estimate for the Houston-Powell Butte Project, Contract 4420.

We are enclosing a statement in which comparison is made of the quantities shown on the plans with the quantities actually moved. There are variations in individual items due to additions, eliminations and changes made as the work progressed, but such variations are no greater than expected in excavation of this kind. The total number of yards moved and paid for is within ten yards of the total number of yards called for in the plans. The quantity calculations have been checked and found to be correct.

If you have measurements that you wish to check against ours, we will be glad to have you call at our office for that purpose. We cannot, however, undertake a remeasurement of the quantities in the field without some very definite evidence that the measurements we have made are in error.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

[illegible]P:ia

HOUSTON LAKE-POWELL BUTTE PROJECT, CONTRACT NO. 4420

Comparison of Drainage Excavation Quantities, As Planned and As Constructed

Station Location As on Plans	Station Location As Constructed	Drainage Excavation in cu. yds.		Remarks
		As on Plans	As Constructed	
9+54	9+55	6.0	5.0	
- -	15+22	- -	1.0	Culvert extended
- -	24+30 to 25+74	- -	57.1	Ditch added
24+80	24+50	87.0	7.9	Ditch eliminated
- -	25+35	- -	9.4	Culvert added
29+20	29+15	139.0	86.6	Ditch width narrowed
37+50	37+49	2.0	- -	No excavation
- -	43+93	- -	0.4	Culvert added
49+62	49+60	2.0	0.7	
69+45	69+43	2.0	- -	No excavation
76+27	76+27	2.0	39.9	Ditch added
79+55	79+55	4.0	- -	No culvert installed
88+30	88+29	4.0	5.0	
- -	92+42	- -	1.3	Culvert added
97+55	97+60	2.0	3.8	
102+86	102+85	2.0	2.1	
126+58	126+60	2.0	12.0	
132+00	132+05	3.0	7.2	
133+80	133+68	6.0	1.4	Culvert pipe salvaged
133+80	133+73	- -	15.0	Culvert added
	Sub-totals	265.0	255.8	
	Contingent allowance	25.0		
	Total (including contingent allow.)	290.0		

October 4, 1955

PHONE: OREGON CITY 3246

P. C. KNOX
CONTRACTOR
310 EAST HEREFORD STREET
GLADSTONE, OREGON

Sept 30-55

State Highway Comm.,
S. H. Probert,
Office Eneineer.

Dear Sir:

We have just completed a job at Powell Butte, Contract # 4420. We appearto be short about 170 cu. yd. on the drainage excavation. There were several culverts placed in addition to the origional amount and one channel change that was not shown on the plans, yet the total amount did not equal the net quantity on the plans. I called this to the project engineer, Mr. Bates attention and he said all cross section figures had gone in to your office so he could not check it, would it be possible to have the excavation checked or measured again?

Thanking you,

P C Knox
P. C. Knox

Referred to [illegible]
10-3-55

RECEIVED
OCT 1 1955
FOR FILING

[illegible]

[illegible]

September 29, 1955

Mr. Asa Knowles
Star Route
South Bend, Washington

Dear Sir:

This is to acknowledge your letter of September 28 in which you advise that P. C. Knox owes you the sum of $1,901.14 for hauling performed by you on Contract No. 4420 for grading and oiling the Houston Lake-Powell Butte Section of the Houston Lake Crook County Road. This contract was completed July 31, and accepted by the Highway Commission on August 11, 1955. Final payment is scheduled to be made on or after October 6, 1955.

Should you wish to protect your claim for a period longer than six months following acceptance of the contract by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure in preparing this filing. In the meantime, the claim will be entered in our records and we will notify the surety, the Glens Falls Insurance Company, through their agent, Jewett, Barton, Leavy and Kern, Lewis Building, Portland 4, that your claim has been received. If you wish, you also may present your claim to the surety.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

NOTED ON CARD

4412

Vancouver, Wn
Rt. 7, Box 609
September 28,1955

The following report is from the Powell Butte Job. I (Asa Knowles) did the hauling for this job but have been unable to collect for the balance due. Hauling was done from May 9,1955 to July 15,1955.

Cinders hauled at Powell Butte @.40¢ pr.yard-	$ 4314.00
Cinders hauled at Powell Butte @.45¢ pr yard	$ 3409.20
Water hauled at Powell Butte	$ 233.60
46 hours truck rental @ $5.00 per hour	$ 230.00
P.C.Knox 'share of gas bill at Powell Butte	$ 524.56
Total	$ 8711.36

Pay Rolls paid by P.C.Knox for Asa Knowles	$ 4029.96
Plus 10 %	$ 403.00
Draw	$ 450.00
Gas bill, Paid on account by P.C.Knox	$ 1927.26
Total	$ 6810.22

Total earned by Asa Knowles	$ 8711.36
Paid on account by P.C.Knox	$ 6810.22
	$ 1901.14

Total due Asa Knowles (If settled out of Court) $ 1901.14

If this goes to Court the Lawyer fees and Court fees will be added to the balance due Asa Knowles.

Asa Knowles

Asa Knowles

REFERRED TO
BY SECRETARY

NOTED ON CARD
gl

RECEIVED
SEP 28 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 1955
FOR FILING

S-781 (i)

4420

September 29, 1955

Glens Falls Insurance Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

We have received a letter from Mr. Asa Knowles, Route 7, Box 609, Vancouver, Washington, stating that F.C. Knox, 310 E. Hereford Street, Gladstone, Oregon, owes him the sum of $1,901.14 for hauling of materials on State Highway Contract No. 4420 for grading and oiling the Houston Lake-Powell Butte Section of the Houston Lake Crook County Road.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp

cc F. C.Knox
310 E. Hereford Street
Gladstone, Oregon

Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

NOTED ON CARD
gl

Rt. 7 Sec. 609

September 28, 1955

[illegible] following report is from the Powell Butte Job. I (Asa Knowles) did the hauling for this job but have been unable to collect for the balance due. Hauling was done from May 9,1955 to July 15,1955.

Cinders hauled at Powell Butte @.40¢ pr.yard	$ 4314.00
Cinders hauled at Powell Butte @.45¢ pr yard	$ 3409.20
Water hauled at Powell Butte	$ 233.60
46 hours truck rental @ $5.00 per hour	$ 230.00
P.C.Knox 'share of gas bill at Powell Butte	$ 524.56
Total	$ 8711.36

Pay Rolls paid by P.C.Knox for Asa Knowles	$ 4029.96
Plus 10 %	$ 403.00
Draw	$ 450.00
Gas bill, Paid on account by P.C.Knox	$ 1927.26
Total	$ 6810.22

Total earned by Asa Knowles	$ 8711.36
Paid on account by P.C.Knox	$ 6810.22
	$ 1901.14

Total due Asa Knowles(If settled out of Court) $ 1901.14

If this goes to Court the Lawyer fees and Court fees will be added to the balance due Asa Knowles.

Asa Knowles

Asa Knowles

REFERRED TO
BY SECRETARY

RECEIVED
SEP 28 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

RECEIVED
SEP 27 1955
FOR FILING

9/30

September 26, 1955

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

State Highway contract No. 4420 for work performed on the Houston Lake-Powell Butte Section of the Houston Lake Road in Crook County was completed by the contractor, P. C. Knox, on July 31, 1955, and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $1,146.15 will be released to the contractor on or after October 6, 1955. The total contract amount is $37,784.54, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

dc

cc: Glens Falls Insurance Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

Noted on card
DC

RECEIVED
OCT 20 1955
FOR FILING

[illegible]
4420

September 20, 1955

Mr. Asa Knowles
Star Route 1
South Bend, Washington

Dear Sir:

This is to acknowledge your letter of September 19 in which you state that you have a claim against P. C. Knox on Contract 4420 for grading and oiling the Houston Lake-Powell Butte Section of the Houston Lake Road in Crook County. This contract was completed July 31 and accepted by the State Highway Commission on August 11, 1955. Final payment, however, has not yet been made.

The Glens Falls Insurance Company, through their agent, Jewett, Barton, Leavy and Kern, Lewis Building, Portland 4, furnished the Performance Bond for this contract, which bond is given to assure completion of the work and payment of all bills incurred in the project. We are notifying the Surety and the contractor that you have a claim against Mr. Knox but it would be appreciated if you would advise us details of your claim, including the total amount and the dates on which the work was performed.

If you feel that it might be necessary to protect your claim against the bond for a period longer than six months following completion and acceptance of the contract, you should file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filing.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

RECEIVED
OCT 1 1955
FOR FILING

5-151(1)

4420

September 20, 1955

Glens Falls Insurance Company
Pacific Coast Department
6th Floor, Mills Tower
San Francisco, California

Gentlemen:

A letter has been received from Mr. Asa Knowles, Star Route 1, South Bend, Washington, in which he states that P. C. Knox owes him an unstated amount for hauling performed on the Powell Butte job. Apparently Mr. Knowles refers to our Contract No. 4420 for grading and oiling the Houston Lake-Powell Butte Section of the Houston Lake Road in Crook County. If we receive additional information from Mr. Knowles, we will be glad to furnish the additional details.

The information that we have is furnished as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp
Enclosure

cc Mr. P. C. Knox
310 E. Hereford Street
Gladstone, Oregon

Jewett, Barton, Leavy and Kern
Lewis Building
Portland 4, Oregon

noted,

[illegible] of [illegible]   [illegible] 18[illegible]

[illegible]

[illegible] the [illegible] for [illegible] on the [illegible] get, got out of [illegible] — [illegible] unable to get my [illegible] off and kept [illegible] was not in for [illegible] when I had come in the [illegible] with a heart attack. [illegible] him.

[illegible] to you to file a claim [illegible] that [illegible]

Would you please forward some blanks [illegible]

Respectfully Yours,
[illegible]
[illegible]
[illegible] Wash.

RECEIVED
AUG 22 1955
FOR FILING

5-18(4
4420

August 19, 1955

__CERTIFIED MAIL__

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to P. C. Knox on contract No. 4420, for grading and oiling on the Houston Lake-Powell Butte Section of the Houston Lake Road in Crook County.

This payment, in the amount of $7,608.34, will be released to the contractor on or after August 29, 1955. The retained percentage is $1,133.15.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

RECEIVED
AUG 10 1955
FOR FILING

4420

August 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 31, 1955 on Contract No. 4420, Houston Lake-Powell Butte Section, in Crook County, in connection with Federal Aid Project No. S-181(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

EGP:tb

cc: John Cottrell

Form E-1—10M—11-51

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 1955

Section Houston Lake-Powell Butte

Kind of work Grading & Oiling

Highway Houston Lake Road 15

Section prefix 507-1024

Contractor P. C. Knox

Contract number 4420

Date of contract April 22, 1955

Date of completion August 31, 1955

Date work started May 4, 1955

Estimated date of completion Completed, 19

Amount of contract $44,801.44

Per cent of time elapsed 84 %

Estimated cost of completed project, exclusive of engineering $37,771.54

Per cent of contract completed, based on total contract price 95 %

Engineering cost to date $ 2,593.45, 81 %

Date project was completed 7-31, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor maintained the road with the blade broom twice this week. Mr. Swift was over the job on Thursday and said the road looked O. K.. I took the Crook county Court over the job on Friday and they said the road was O. K. and would write a letter accepting the job at the next meeting of the County Court.

FINAL

NOTED
W. T. WRIGHT

RECEIVED

Signed Alfred M. Bates

Address P. O. BOX 182, Prineville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
FORREST COOPE

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.71	2.71			2.71
Miles partially completed					
Miles completed	2.71	2.71			2.71
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

State Printing 53382

83

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State [illegible]egon
County Crook
Project No. S-181(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 2.709 miles of grading, draining, and 2-lane low type surfacing
(Character of work)

between F.A. Route 5 at Powell Butte and F.A. Route 5 approximately 1.5 miles west of Prineville,
(Control points)
consisting of 2.709 miles of roadway and no (Number) bridges xxxxxxxxxxxxxxxxxxxxxxxx xxxxx.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-seven thousand, one hundred and 00/100 dollars ($27,100.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is forty-three thousand, eight hundred five and 85/100 dollars ($43,805.85).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt chers from the Highway Department, the Commissioner shall from time to time submit schedules of rs certified by him to the Secretary of the Treasury for payment to the official or depository ized under the laws of said State and designated by the Highway Department to receive public

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure com-on of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in pliance with said Act of July 11, 1916, as amended and supplemented, and will use every means with- its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and r first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______
Chairman, State Highway Commission
(Title)

By ______
Member, State Highway Commission
(Title)

By ______
Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By ______
Division Engineer, Bureau of Public Roads

—32551

RECEIVED ★ DIVISION 8 ★ JUL 8 1955

OREGON ★ JUL 13 195

Oregon State Highway Department

Federal Aid Secondary
Project No. S-181 (1)

HOUSTON LAKE-POWELL BUTTE SECTION OF THE HOUSTON LAKE ROAD IN CROOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 3210
Roadway (Sta. 0+20 to Sta. 143+23) (Contract No. 4420)

All Required	Clearing and Grubbing	$	$ 2,000.00
290 cu.yds.	Drainage Excavation, Unclassified	2.50	725.00
27,900 cu.yds.	Special Borrow Excavation, Unclassified	0.80	22,320.00
100 hours	Tractor	10.00	1,000.00
100 hours	Grid Roller	6.00	600.00
56 lin.ft.	12 Inch Corrugated Metal Pipe	3.00	168.00
30 lin.ft.	18 Inch Corrugated Metal Pipe	4.00	120.00
110 lin.ft.	18 Inch Arch Type Corrugated Metal Pipe	3.75	412.50
56 lin.ft.	22 Inch Arch Type Corrugated Metal Pipe	4.00	224.00
12 lin.ft.	43 Inch Arch Type Corrugated Metal Pipe	15.00	180.00
74 lin.ft.	58 Inch Arch Type Corrugated Metal Pipe	22.00	1,628.00
36 lin.ft.	Salvaging Culvert Pipe	2.00	72.00
150 M-gal.	Sprinkling	2.50	375.00
2.71 miles	Preparation of Base	100.00	271.00
350 cu.yds.	Hauling and Placing ¾"-¼" Material in Binder Course	2.00	700.00
1,030 cu.yds.	Hauling and Placing Aggregates	2.00	2,060.00
64 tons	RC-3 Asphalt	40.00	2,560.00
116 tons	150 - 200 Asphalt	38.00	4,408.00
	Subtotal		$ 39,823.50
	10% Engr. & Cont.		3,982.35
	Total		$ 43,805.85

Length of Roadway 2.709 Miles
Cost of Roadway Per Mile $16,170.48

Federal Funds	$ 27,100.00
State Funds	8,352.92
County Funds	8,352.93
	$ 43,805.85

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary cash has been deposited by Crook County with the Highway Department.

RECEIVED
MAY 27 1955
FOR FILING

S-181 (1)
4420

May 27, 1955

Mr. P. C. Knox
310 E. Hereford St.
Gladstone, Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4420 which was awarded to you April 22, 1955 by the State Highway Commission, covering grading and oiling on the Houston Lake-Powell Butte Section of the Houston Lake Road in Crook County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

NOTED
J. W. CATTRALL

April 25, 1955 NOTED

Form A-150—10M—12-54

gon

NOTED
J. W. CATTRALL

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED

Invoice No.	38870
Date	April 26, 1955
Your Req. No.	
Billing Request No.	cc-148
Credit distribution:	507-1024-297

Crook County
Prineville, Oregon

Attn: County Court

RECEIVED
[illegible] 1955

NOTED
J. [illegible]MANN

Advance Deposit	8,960.00
Partial transfer of county's share total cost. Houston Lake - Powell Butte, Crook County FAS project, covered by agreement dated April, 1955	7,000.00
To be retained	$1,960.00

ACKNOW[illegible] REQUEST

Fa0651

By

NOTED
J. W. CATTRALL

April 25, 1955

NOTED
Harold C. Ayers

Crook County Court
Court House
Prineville, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to acknowledge receipt of your advance deposit of $8,960 for the Houston Lake-Powell Butte Section of FAS 651. Contract No. 4420 was awarded to P. C. Knox on April 22nd and a copy is being forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Salem, Oregon
April 22, 1955

4-26-55 [illegible]
[illegible]

Mr. C. H. Maison
Accounting Division

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Attached is Crook County Warrant No. 9825 in the amount of $8,960 which represents the county's participation in the total estimated cost for the construction of the Houston Lake-Powell Butte section county FAS project in Crook County.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

NOTED
J. F. HAGEMANN

RECEIVED
APR 25 1955
FOR FILING

S-181 W
4420

Salem, Oregon
April 22, 1955

Maint. 225
Finance 83

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Crook County covering the Houston Lake-Powell Butte Section of FAS 651 in Crook County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Crook County.

Secretary

rn
Attach:

FORM E-30 25M 9-51 58316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1955

SUBJECT: FAS 651, Crook County
Houston Lake-Powell Butte Section

To: Mr. W. C. Williams
OFFICE

NOTED

L REFERRED TO W. C. WILLIAMS
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
APR 8 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Attached are three copies of a finance agreement covering the Houston Lake-Powell Butte Section of FAS 651 in Crook County. Two copies of this agreement have been signed by the county and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954. In order to permit the use of available FAS funds as required for this project the limiting funds shown on pages 4, 5, and 6 of the finance agreement represent the total of fiscal year 1956 and 1957 funds available to Crook County; however, the project is estimated to cost only $61,000. Funds available to Crook County for county FAS projects not yet contracted will be reduced by any amount the costs for this project exceed the original programmed amount.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-28-54 Minute Page 30 Proj. app for #51,000
H B Glaisyer
Secretary

JFH:mm
Att.

RECEIVED
APR 22 1955
FOR FILING

Crook
Fed. Aid
Prog. & Proj.

S-181(1)

April 22, 1955

County Court of Crook County
Court House
Prineville, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Crook County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Crook County covering the Houston Lake-Powell Butte Section of FAS 651 in Crook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
APR 26 1955
FOR FILING

[illegible]
4420

April 22, 1955

P. C. Knox
310 E. Harford Street
Gladstone, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your proposal for grading and oiling the Houston Lake-Powell Butte Section of the Houston Lake Road in Crook County for the sum of $39,823.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4420.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

GO

WESTERN UNION

RTM

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 22, 1955
4:10 p.m.

P. C. Knox
310 E. Harford St.
Gladstone, Oregon

Contract for Houston Lake-Powell Butte Section of Houston Lake Road, Crook County, for which you submitted low bid on April 14 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
C. W. Head
✓ Files

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
APR 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 25 1955
FOR FILING

S-181 (1)
4420

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

We have received this date Crook and Morrow County deposits of $8,960 and $11,750 respectively. These deposits are in connection with the Houston Lake-Powell Butte Section of FAS 651 in Crook County and the Peters-Messner Junction Section of FAS 598, 599, and 600 in Morrow County. Both projects are now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
APR 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

April 15, 1955

Crook County Court
Court House
Prineville, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On April 14th the Highway Commission received a satisfactory bid from P. C. Knox of Gladstone for construction of the Houston Lake-Powell Butte Section of FAS 651. As per the agreement between State and County an advance deposit of 20% of the estimated total cost based on the low bid is required from the County prior to signing of a contract. The amount of this deposit is as follows:

Bid Items	$39,823.50
12-1/2% Engineering & Contingencies	4,977.94
Estimated Total Cost...	$44,801.44
Advance Deposit of 20% =	$ 8,960.00

Please make this deposit by means of a warrant or check in the amount of $8,960 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. J. C. Minson, Commissioner

ED

April 15, 1955

Mr. P. C. Knox
310 E. Herford
Gladstone, Oregon

Dear Sir:

The State Highway Commission on April 14, 1955 accepted your bid in the amount of $39,823.50 for grading and oiling the Houston Lake-Powell Butte Section of the Houston Lake Road, east of Redmond in Crook County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

By ______________________
County Commissioner

cc: Mr. J. C. Minson, Commissioner

Form cc-12 (1954 Rev.)

OREGON PROJECT S-181(1)
FAS 651

RESOLUTION

4-6-55

WHEREAS, a county road in Crook County, State of Oregon, known as the Houston Lake County Road, is routed through the County of Crook, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Crook County, the section adopted for improvement being more particularly described as follows; to wit:

From the Ochoco State Highway at Powell Butte northerly for a distance of 2.71 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Crook will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Crook County, Oregon, that no encroachments will be permitted on the county road known as the Houston Lake County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Crook County, Oregon, this 6th day of April, 1955.

By Henry C. Fowler
County Judge

Attest:
Hazel R. Powell
County Clerk

By J C Minson
County Commissioner

By Luke M. Reif
County Commissioner

cc: Mr. J. C. Minson, Commissioner

NOTED
V. R. JONES

March 29, 1955

NOTED
Harold C. A[illegible]

Crook County Court
Court House
Prineville, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Houston Lake-Powell Butte section of FAS 651 upon which bids will be received April 14th.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost, including engineering and contingencies, for this project is $61,500; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than August 31, 1955.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than April 8th.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By: John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.
cc: Mr. J. C. Minson, Commissioner

March 16, 1955

Crook County Court
Court House
Prineville, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

We are returning three copies of the signed option forms received by this office for right of way required in connection with the Houston Lake-Powell Butte section of FAS 651. These options are for the County's use in obtaining the right of way and should be retained by the county until such time as deeds to the county have been executed. No further copies need be forwarded to this office.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[redacted]
Encl.

cc: Mr. J. C. Minson, Commissioner
Mr. Wayne W. Lithgow, County Roadmaster

NOTED
[illegible]

March 10, 1955

Crook County Court
Court House
Prineville, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

Enclosed are four copies each of three option forms covering right-of-way to be acquired by Crook County in connection with the Houston Lake-Powell butte section of FAS 651. Also enclosed are two prints of a map covering this area. Your immediate attention to this matter would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

cc: Mr. Wayne Lithgow

FORM E30—50M—4-54—74396

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem Office
March 9, 1955

SUBJECT: Options
Houston Lake-Powell Butte Section
Houston Lake County Road

To: Mr. John W. Cattrall
City & County Relations Engineer
OFFICE

Dear Mr. Cattrall:

Attached you will find three option forms in quadruplicate covering right of way to be acquired in connection with the Houston Lake-Powell Butte Section of the Houston Lake County Road in Crook County, together with copies of statements of information. The tentative date of this letting is scheduled for April, 1955.

Also attached are two prints of 1R-5-648 covering this area and bearing our date of March 8, 1955.

File No.	Name	Area
22953	E. L. Snabel et al	0.01 acre
22954	E. B. Williams	0.53 acre
22955	Eldon F. Hargis et ux	0.01 acre

Very truly yours,

R. L. PORTER
Right of Way Engineer

By Earl F. Saling
Earl F. Saling
Right of Way Office Manager

ML:ls
Encl. 3 options in quad. &
2 prints of 1R-5-648

RECEIVED
[illegible] 55
ENG[illegible]R
C[illegible] RELATIONS

ml

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

MEMO
TO: J. W. Nash
DATE: 1/18/55

Huston Lake-Powell Butte Section
FAS Route No. 651

This project extends from the existing oil mat at a point approximately two miles southwest of Huston Lake, southerly to a connection with the Ochoco Highway at Powell Butte. The existing road is of variable width with a light gravel surface averaging 16 feet in width.

The proposed project is to grade and drain with improved grade and alignment and construct a type 0-9 oiled surface to the full roadway width of 22 feet.

This road serves the irrigated farming area in the vicinity of Powell Butte. Diversified crops, beef and dairy cattle are raised in this area.

NOTE: Length of project = 2.8 miles.

Funds:

Federal	$33,000
State	11,000
County	11,000
Total	$55,000

NOTED
J. F. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Dec. 24, 1954

SUBJECT: Base Design Charts
Crook Co

To:
Mr. W. E. Chandler
Division Engineer
Division [illegible]
Bend, Oregon

RECEIVED
DEC 27 1954
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Huston Lake - Powell Butte Section, of the F. A. S. [illegible].

Enclosed you will find 4 base design charts prepared from laboratory tests, numbers 353157, 353158, 353159, and 353160.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

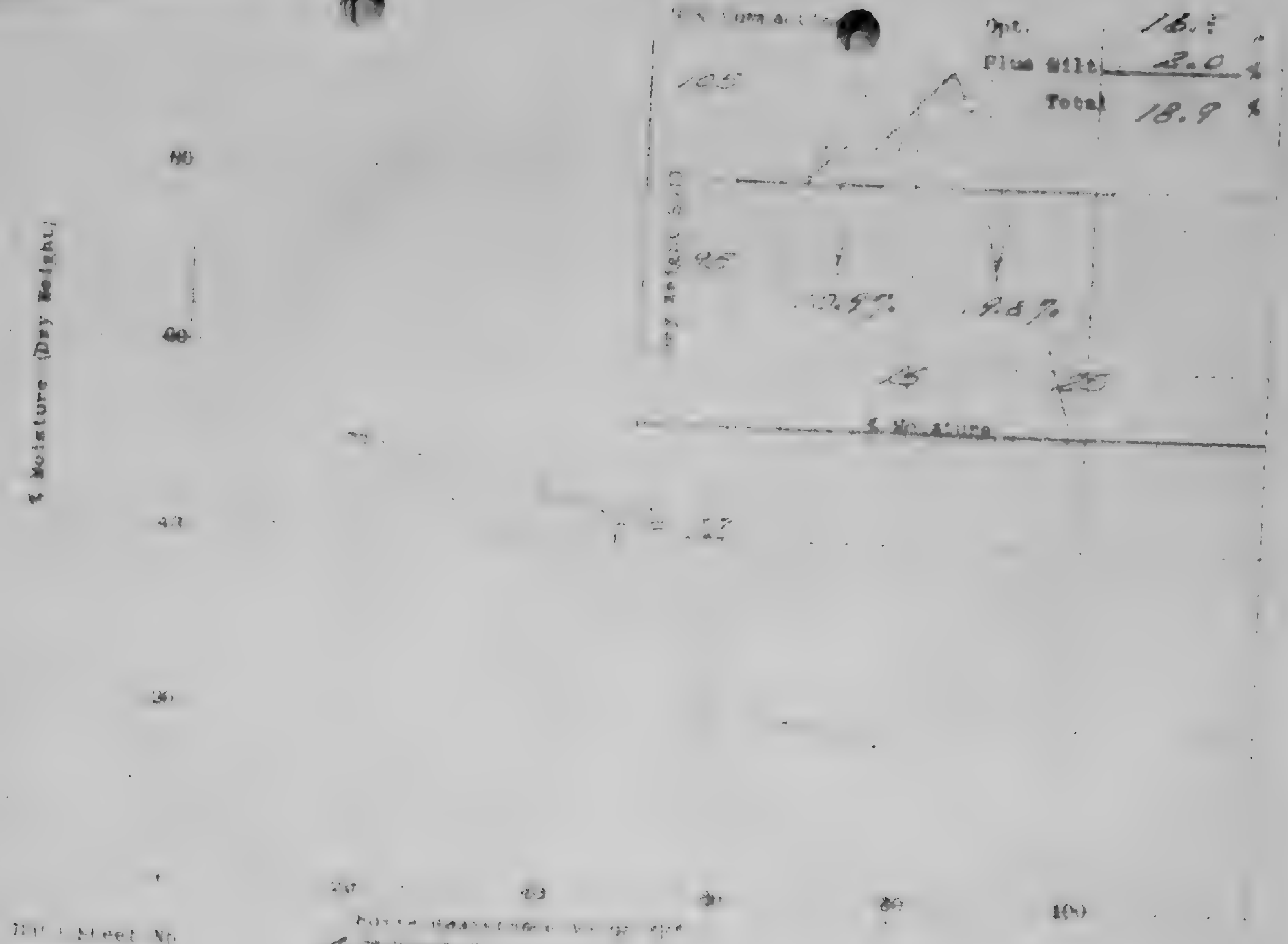
NOTED
J. F. HAGEMANN

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
A. A. Pearson
James B. Scott
County and City



Field Sheet No.	43504
Lab. No.	35315
LL	25
PI	[illegible]
Pass 200 screen	[illegible] %
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	[illegible]
Coarse Sand	[illegible] %
Fine Sand	[illegible] %
Silt	[illegible] %
Clay	[illegible] %
S-	[illegible]
Natural Moisture	%

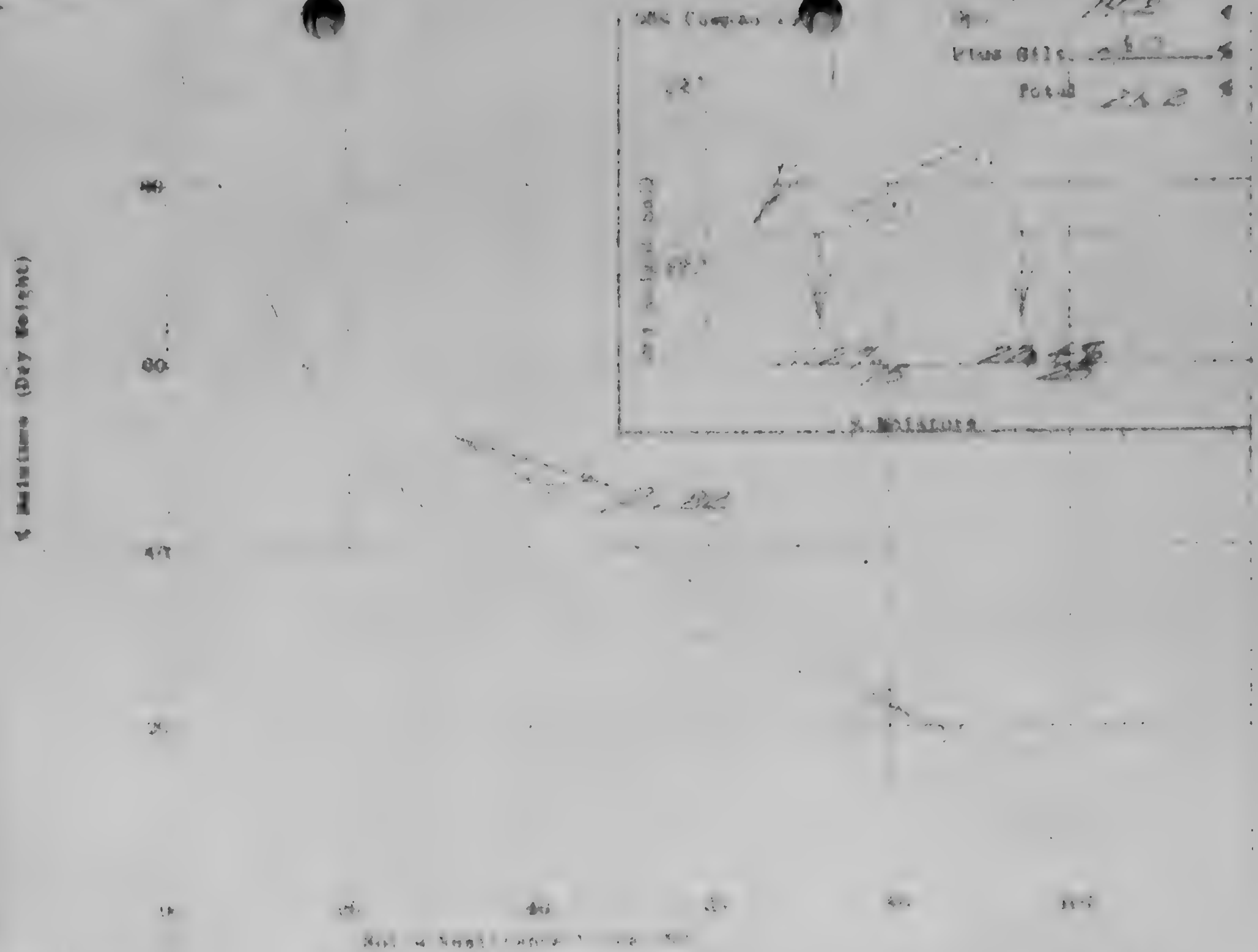
Base & Wear. Light Traffic 9.0 "
Less Rock Reduction "
Less Wearing Surface "
Plus 200 Increase 2.0 "
Plus Wearing Surface "
Total Base & Wear 9.0 "

NOTE

This curve indicates the requirement of base and surfacing requirements [illegible] Silts [illegible] moisture [illegible] side [illegible] 10-100 [illegible] will [illegible] by [illegible] be possible [illegible] by the use [illegible] available [illegible] in the upper [illegible] conditions. If frost boils [illegible] base depth should be [illegible] investigation.

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section [illegible]
Hwy [illegible]
Station [illegible]
Depth [illegible]
Sample
To be used [illegible]
Profile No.
County [illegible]
Date [illegible] 54
Designed by



Soil Sheet No.	[illegible]
Lab. No.	[illegible]
LL	[illegible]
PI	
Pass 200 Screen	[illegible]

HYDROMETER ANALYSIS

Particles larger than	
2.0 mm	[illegible] %
Coarse Sand	21.4 %
Fine Sand	42.0 %
Silt	[illegible] %
Clay	8.[illegible] %
S-	[illegible]
Natural Moisture	%

NOTE

[illegible]

Base & Wear.	[illegible] Inches
Less Rock Reduction	"
Less Wearing Surface	"
Plus 20% Increase	2.0 "
Plus Wearing Surface	"
Total Base & Wear.	[illegible] "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section [illegible]

Hwy [illegible]

Station [illegible]

Depth [illegible]

Hole #

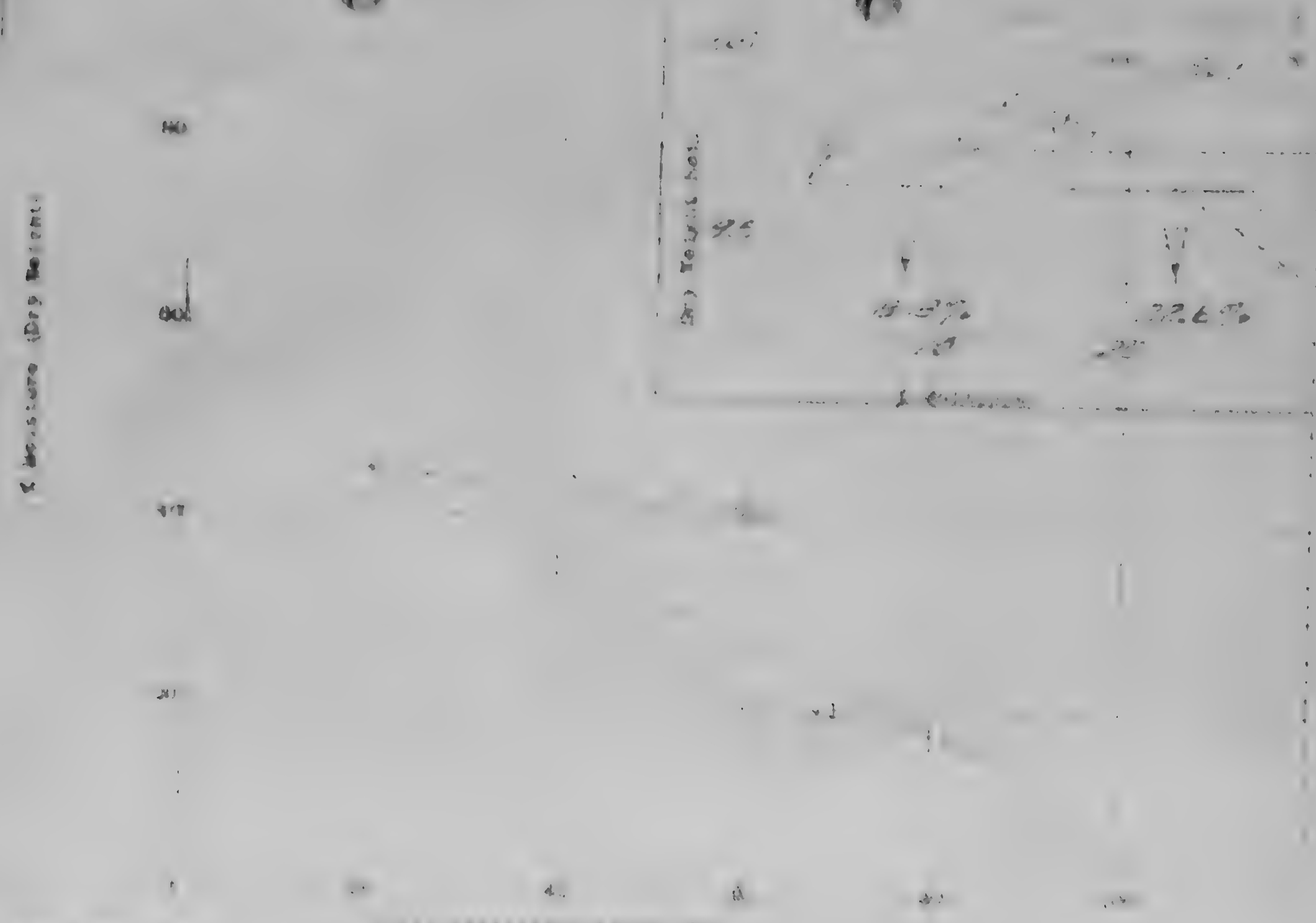
To be used Subgrade

Prefix No.

County [illegible]

Date [illegible]

Designed by



[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
PI	
[illegible]	[illegible]
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	[illegible]
Coarse Sand	[illegible]
Fine Sand	[illegible]
Silt	[illegible]
Clay	[illegible]
S·	[illegible]
Natural Moisture	[illegible]

NOTE

[illegible]

[illegible]

[illegible] Rock Saturation

[illegible]

[illegible]

[illegible]

[illegible]

SOILS DIVISION

BANK DESIGN CHART

Section [illegible]

Station [illegible]

Depth [illegible]

Remarks

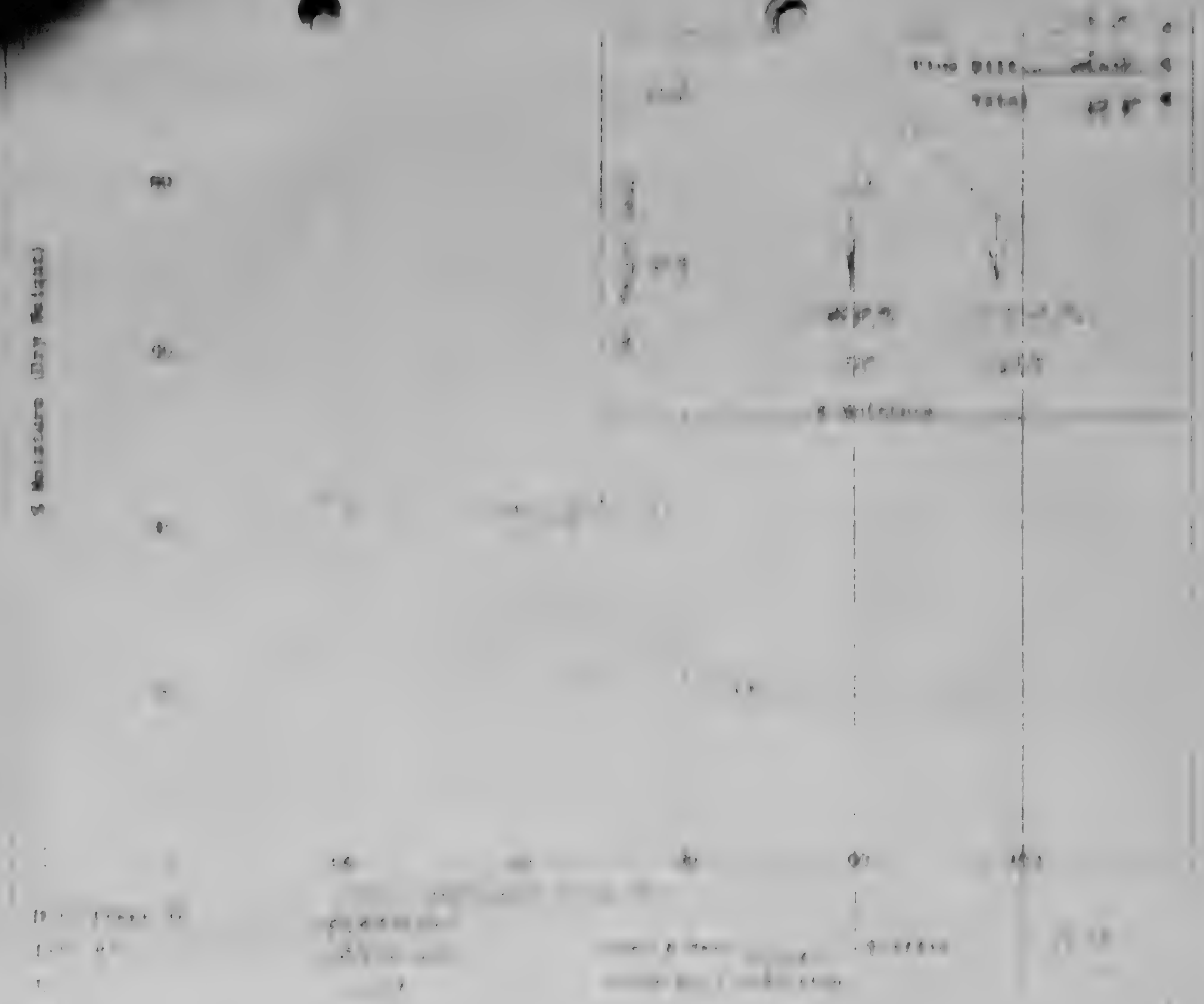
To be used [illegible]

Profile No.

County [illegible]

Date [illegible]

Checked by [illegible]


% Moisture (Dry Weight)
Total
% Moisture

[illegible]

December 23, 1954

Crook County Court
Court House
Prineville, Oregon

NOTED
Harold C. Ayers

Gentlemen:

This is to advise that the B.P.R. has approved your requested addition of FAS 651, FAS 652, and FAS 653 to the FAS System. Please correct your maps showing the county FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

NOTED
J. F. HAGEMANN

JFH:mm

NOTED
J. W. CATTRALL

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 3, 1954

Crook County Court
P. O. Box 488
Prineville, Oregon

Gentlemen:

On October 28th the Highway Commission approved the addition of FAS 651, 652, and 653 as requested by the County. These proposed additions to the County FAS System will now be submitted to the Bureau of Public Roads for approval.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

See ST #90

JFH:mm
cc: Mr. W. R. McCormack, County Commissioner
Mr. J. C. Minson, " "

NOTED
J. F. HAGEMANN

NOTED
V. R

NOTED
Harold C. Ayers

November 1, 1954

Crook County Court
P. O. Box 488
Prineville, Oregon

NOTED
J. F. H[illegible]EMANN

NOTED
J. W. CATTRALL

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the project in Crook County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed project. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

cc: Mr. J. C. Minson, County Commissioner
Mr. W. R. McCormack, " "

CROOK COUNTY
PROPOSED PROJECT

FAS 651 - Huston Lake-Powell Butte Section, 2.8 Miles, $51,000. This section extends from the end of the existing oil mat approximately 2 miles southwest of Huston Lake, westerly and southerly to the Ochoco State Highway at Powell Butte.

The proposed project is to grade, place pit run cinder base and crushed cinder levelling course 22' in width and construct an 0-9 full width. This full width oiling was at the specific request of the county and conforms to county practices. As this is a flat, irrigated area, the county has requested that no cuts be made. If any fill is required, it should be accomplished with borrowed material or pit run cinders. A county-owned cinder pit is available approximately 6 miles from the north end of the project. Mr. Wayne Lithgow, County Roadmaster, should be contacted prior to making the survey.

10/11/54

S-174 (1) Drews Lake and Lost River 1955
Bridges.
4421

NOTED
C. G SWENSON

[illegible]

May 18, 1961

NOTED
Harold C. Ayers

Mr. J. R. Kalinoski
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

Contract 4421
S-186(1)

FAS 430

Dear Mr. Kalinoski:

In answer to your request, you will find enclosed a right-of-way map (Drawing No. 7B-31-10) and a vicinity map (Drawing No. 11976) of the Lost River Bridge section in Bonanza. Although there are no dimensions between the roadway center line and the right-of-way line excepting on the south side of the road east of the bridge, these drawings, which are all we have, may be of some value to you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
County and City Relations Engineer

CGS:mm
Encl.

NOTED
JOHN D GRAHAM

KLAMATH COUNTY ROAD DEPARTMENT
OFFICE OF
J. R. KALINOSKI
COUNTY ENGINEER
COURT HOUSE
KLAMATH FALLS, OREGON

May 16, 1961

Mr. Clarence Swenson
County-City Relations Engineer
Oregon State Highway Department
Salem, Oregn

Dear Clarence:

This letter is in reference to Bridge #15442, which was constructed on FAS 430, in Klamath County. The bridge in question is located at Bonanza and is known as the Lost River Bridge. I would like to know if you can supply me with any drawing which will show the relationship of the center line of the structure itself, with the center line of the right-of-way of the roads approaching the structure.

Any information you can supply me will be deeply appreciated.

Very truly yours,

J. R. Kalinoski
County Engineer

JRK:mjl
cc: Jack Kelly
Box 147
Bonanza, Oregon

RECEIVED
MAY 17 1961
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

[illegible]

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
JUL 11 1956

Lake County
Lakeview, Oregon

Attn: County Court

Invoice No. 46104

Date July 10, 1956

Your Req. No.

Billing Request No. cc-252

Credit distribution: 519-1019-297

Final billing county's share total cost of Crows Creek Bridge, FAS 407, covered by agreement dated April, 1955.

Original Advance Deposit	4,600.00	
Less: Amount previously transferred	3,000.00	
Balance Advance Deposit		1,600.00
County's share total costs as per attached statement	3,999.58	
Less: Amount previously transferred	3,000.00	999.58
To be refunded		$ 600.42

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $
By

State Printing 86944

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]
State Highway Engineer

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

PAYMENTS TO CONTRACTOR

Item	Unit	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]

Form A-150—10M—9-55

INVOICE

Oregon State Highway Department

SALEM, OREGON

NOTED
J. W. CATTRALL

Contract 4421
S-174(1), S-186(1), & S-187(1)

Invoice No. 46103
Date July 10, 1956
Your Req. No.
Billing Request No. CC-253
Credit distribution: 518-1067-297

Klamath County
Klamath Falls, Oregon

Attn: County Court

Final billing county's share total cost Lost River Bridges (3), FAS 430, 431 & 583 covered by agreement dated April, 1955.

Original Advance Deposit	22,400.00	
Less: Amount previously transferred	18,000.00	
Balance Advance Deposit		4,400.00
County share total cost as per attached statement	20,615.76	
Less: Amount previously transferred	18,000.00	2,615.76
	To be refunded	$1,784.24

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By GRW

State Printing 80944

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

July 9, 1956

Klamath County Court
Courthouse,
Klamath Falls, Oregon

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Gentlemen:

Final costs are now available for the three Lost River bridges on FAS 430, 431, and 583, and it has been determined that the agreed county share of these costs is $20,615.76 as shown in the attached statement. As the County initially deposited $22,400 a refund of $1,784.24 is due. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Klamath Contract No. [illegible] Date July [illegible], 19[illegible]

FAS [illegible], [illegible], & [illegible] Section Lost River Bridges (3). Completed [illegible]

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Bridge No. [illegible] at Bonanza				
1. Furnish treated timb. piling	L.F.	$ [illegible]	[illegible]	$ 3,4[illegible]
2. Drive timber piles	each	[illegible]	54	3,[illegible]
3. Treated timber in place	M FBM	[illegible]	[illegible]	[illegible]
4. Class A concrete	C.Y.	[illegible]	[illegible]	[illegible]
5. Metal reinforcement	lb.	[illegible]	[illegible]	[illegible]
6. Metal rail	L.F.	[illegible]	[illegible]	[illegible]
7. Remove old bridge	All	3,[illegible]	[illegible]	3,[illegible]
Bridge No. [illegible] at Olene				
8. Structural excavation	C.Y.	[illegible]	[illegible]	[illegible]
9. Excavation below elev. [illegible]	C.Y.	[illegible]	[illegible]	[illegible]
10. Furnish treated timb. piling	L.F.	[illegible]	[illegible]	[illegible]
11. Drive timber piles	each	[illegible]	[illegible]	[illegible]
12. Treated timber in place	M FBM	[illegible]	[illegible]	[illegible]
13. Class A concrete	C.Y.	[illegible]	[illegible]	[illegible]
14. Metal reinforcement	lb.	[illegible]	[illegible]	[illegible]
15. Metal rail	L.F.	[illegible]	[illegible]	[illegible]
16. Remove old bridge	All	[illegible]	[illegible]	3,[illegible]
Bridge No. [illegible] at Merrill				
17. Furnish treated timb. piling	L.F.	[illegible]	[illegible]	2,[illegible]
18. Drive timber piles	each	[illegible]	[illegible]	[illegible]
19. Treated timber in place	M FBM	[illegible]	[illegible]	[illegible]
20. Class A concrete	C.Y.	[illegible]	[illegible]	[illegible]
21. Metal reinforcement	lb.	[illegible]	48,[illegible]	[illegible]
22. Metal rail	L.F.	[illegible]	[illegible]	[illegible]
23. Remove old bridge	All	3,[illegible]	[illegible]	3,[illegible]
FA#2. Cement adjustment	[illegible]	[illegible]	[illegible]	33.[illegible]
FA#3. Pile shoes	All	[illegible]	[illegible]	[illegible]
FA#4. Deck drains	each	[illegible]	4	[illegible]
FA#5. Expansion plates	All	[illegible]	[illegible]	[illegible]
Subtotal				$ [illegible]
Construction engineering				[illegible]
TOTAL CONSTRUCTION COSTS				$[illegible]
FEDERAL FUNDS ALLOCATED				$ [illegible],334.[illegible]

37,394.01

30,983.25

29,697.85

+3 = 2661.63

KLAMATH COUNTY SHARE OF COSTS
([illegible] of difference between total costs and federal funds) 38%
($[illegible] - $[illegible],334) [illegible] = [illegible]

[illegible] deposit	[illegible]
County share total costs	[illegible]
REFUND TO KLAMATH COUNTY	$ 1,7[illegible]

Bonanza Br = 40,545.64
Olene Br. = 33,650.38
3[illegible] Merrill Br. = 32,359.48

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 11, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4421	7-Final	Hamilton & Thoms	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
101	R-140670	$ 10,884.58	1/11/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to Nov. 30, 1955 without penalty

Completion Date: Nov. 30, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-12-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

NOTED ON CARD
gf

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

January 9, 1956

Lake County Court
Courthouse
Lakeview, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Gentlemen:

This is to advise you that work on Contract No. 4421, Drews Creek Bridge on Westside Road, FAS 407, in Lake County was completed on November 30, 1955.

Under the terms of the maintenance agreement signed by the Court on April 6, 1955 and by the Highway Commission on April 14, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

NOTED
[illegible]

NOTED
Harold C. Ayers

January 9, 1956

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise you that work on Contract No. 4421, Lost River Bridge at Bonanza, Lost River Bridge at Olene, and Lost River Bridge at Merrill, FAS 430, 431, and 583 respectively, was completed in Klamath County on November 4, 1955.

Under the terms of the maintenance agreement signed by the Court on April 5, 1955, and by the Highway Commission on April 14, 1955, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

RECEIVED
JAN 3 1956
FOR FILING

[illegible]
4421

December 30, 1955

CERTIFIED MAIL

Seaboard Surety Company
Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4421 for construction the Drews Creek and Lost River Bridges on FAS Highways 430,431,583 and 407 in Klamath and Lake Counties was completed November 30 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $10,884.52 will be released to the contractor on or after January 9, 1956. The total contract amount is $117,690.04 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
gl

FORM 2-100 2M REVISED 3-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 23 1955
FOR FILING

4421

November 22, 1955

Hamilton & Thoma
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from October 31, 1955 to November 30, 1955 within which to complete your contract No. 4421, covering Drews Creek and Lost River Bridges on FAS 430, 431, 583 and 407 Highways in Klamath and Lake Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

Robert Ellison,
Resident Engineer

P. M. Stephenson
Bridge Engineer

RECEIVED
NOV 1 1955
FOR FILING

5-197(1)
4421

October 31, 1955

Oregon State Highway Commission

Request for extension of time
No. 34
November 3 and 4 meeting.

Gentlemen:

Re: Drews Creek & Lost River Bridges
Contract No. 4421

Hamilton and Thorne, contractor on the Drews Creek and Lost River Bridges in Klamath and Lake Counties, has requested an extension of time from October 31, 1955, to November 30, 1955, in which to complete the contract.

The contractor was delayed for a considerable period of time by the nonarrival of treated timber. He has made excellent progress on the work, and at this date all work is completed with the exception of a few minor items. All structures are open to traffic.

It is recommended that this extension be granted without penalty. This is a Federal Aid Secondary project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

PMS/dp
Attached

R. H. Baldock
State Highway Engineer

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1727

State Oreg.
County Klamath
Project No. S-174(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 1st day of June, 1954, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 0.027 miles of bridge at LostRiver (Character of work) between FAS 419 at Merrill and California FAS 753 at the Oregon-California State Line, (Control points), consisting of 0.000 miles of roadway and one (Number) bridge~~s~~ totaling 0.027 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of nineteen thousand, seven hundred and 00/100 dollars ($ 19,700.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-one thousand, nine hundred twenty-six and 40/100 dollars ($ 31,926.40).

ber

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its comp of vouchers from the Highway Department, the Commissioner shall from time to time submit vouchers certified by him to the Secretary of the Treasury for payment to the official or deposito authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

RECOMMENDED FOR APPROVAL
Deputy State Highway Engineer

By Chairman, State Highway Commission
(Title)

Chas H Reynolds
By Member, State Highway Commission
(Title)

By Member, State Highway Commission
(Title)

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS
By Division Engineer, Bureau of Public Roads

—33205

[redacted]

consist
length.

ART
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ARTICLE
agreement shall n

dollars ($ 27,00
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hundred n
dollars ($ 43,909.

Comm—D

RECEIVED
AUG 2 1955
DIVISION 8

Oregon State Highway Department

Federal Aid Secondary
Project No. S-174(1)

LOST RIVER BRIDGE

AT MERRILL ON THE MERRILL-CALIFORNIA LINE ROAD IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code X021
Lost River Bridge #7906 (Sta. 4+37 to Sta. 5+79)(Contract No. 4421)

1,760 lin.ft.	Furnish Treated Timber Piling	$ 1.25	$ 2,200.00
42 only	Drive Timber Piles	60.00	2,520.00
5 M-FBM	Treated Lumber in Place	350.00	1,750.00
190 cu.yd.	Class "A" Concrete	65.00	12,350.00
44,000 lbs.	Metal Reinforcement	0.12	5,280.00
296 lin.ft.	Metal Rail	6.50	1,924.00
All Required	Remove Old Bridge		3,000.00
	Subtotal		$ 29,024.00
	10% Engr. & Cont.		2,902.40
	Total		$ 31,926.40

Length of Structure 0.027 mile

Federal Funds- -	$ 19,700.00
State Funds- -	6,113.20
County Funds- -	6,113.20
	$ 31,926.40

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Klamath County with the Highway Department.

Oregon State Highway Department

Federal Aid Secondary
Project No S-174(1)

Lost River Bridge at Merrill on the Merrill-California Line Road in Klamath County.

(Estimate as a basis for project agreement. Based on recent bid prices.)

Salem, Oreg. June 1955

Type Code X 021

Lost River Bridge # 7906 (Sta 4+37 to Sta 5+79) (Contract No 4421)

1760	Lin Ft	Furnish Treated Timber Piling	$ 1.25	$ 2,200.00
42	Only	Drive Timber Piles	60.00	2,520.00
5	M-FBM	Treated Lumber in Place	350.00	1,750.00
190	Cu yds	Class "A" Concrete	65.00	12,350.00
44,000	lbs	Metal Reinforcement	0.12	5,280.00
296	Lin Ft.	Metal Rail	6.50	1,924.00
ill Required		Remove Old Bridge		3,000.00
		Subtotal	$	29,024.00
		10% Engr & Cont		2,902.40
		Total		$ 31,926.40

Length of Structure 0.027 Mile

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1734

State Oreg.
County Klamath
Project No. S-166(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 0.038 miles of bridge construction over Lost River at Bonanza
(Character of work)

~~[illegible]~~
(Control points)

consisting of 0.000 miles of roadway and one (Number) bridge~~s~~ totaling 0.038 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-seven thousand and 00/100 dollars ($27,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is forty-three thousand, nine hundred nine and 80/100 dollars ($43,909.80).

[illegible] completion, and upon [illegible] to time submit schedules [illegible] the official or depository [illegible] Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL

Deputy State Highway Engineer

Attest

SECRETARY

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-186(1)

LOST RIVER BRIDGE AT BONANZA

ON THE BONANZA-LANGELL VALLEY ROAD IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon, June 21, 1955

Type Code X021
Lost River Bridge #15442 (Sta. 5+88 to Sta. 7+88)(Contract No. 4421)

2,000 lin.ft.	Furnish Treated Timber Piling	$ 1.25	$ 2,500.00
54 only	Drive Timber Piles	60.00	3,240.00
5 M-FBM	Treated Lumber in Place	350.00	1,750.00
286 cu.yd.	Class "A" Concrete	65.00	18,590.00
68,000 lbs.	Metal Reinforcement	0.12	8,160.00
412 lin.ft.	Metal Rail	6.50	2,678.00
All Required	Remove Old Bridge		3,000.00
	Subtotal		$ 39,918.00
	10% Engr. & Cont.		3,991.80
	Total		$ 43,909.80

Length of Structure 0.038 mile

Federal Funds- -	$ 27,000.00
State Funds- -	8,454.90
County Funds -	8,454.90
	$ 43,909.80

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
Funds for Maint: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Klamath County with the Highway Department.

1735

1737

ERCE

3 (October 1954)

DEPARTMENT OF COMMERCE
OF PUBLIC ROADS

State Oreg
County Lake
Project No. S-101(3)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 1955, by and between he Oregon State Highway Commission, constituting for the purpose hereof ghway Department of the State of Oregon, hereinafter called the Highway ment, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, here- called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on 3rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate aid project; and

WHEREAS, State or local funds have been made available for the project in accordance with requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faith- y performed by each, as hereinafter set forth, the Highway Department and the Commissioner do here- utually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 0.016 miles of bridge at Drews Creek (Character of work)

tween FAS 410 approximately 7 miles west of Lakeview and a county road junction (Control points) n Section 7, T. 41 S., R. 19 E., W.M.; nsisting of 0.000 miles of roadway and one (Number) bridgeX totaling 0.016 miles in ngth.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final com- letion said project under its direct supervision, which shall include adequate inspection throughout he course of construction, and in accordance with the standards and procedures approved by the Commis- ioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of thirteen thousand and 00/100 dollars ($ 13,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is twenty-two thousand, four hundred fifty-six and 50/100 dollars ($ 22,456.50).

173

State Or[illegible]

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of uchers certified by him to the Secretary of the Treasury for payment to the official or depository thorized under the laws of said State and designated by the Highway Department to receive public nds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure covetion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in ompliance with said Act of July 11, 1916, as amended and supplemented, and will use every means with its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and ear first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By ____________________
Member, State Highway Commission
(Title)

COMMENDED FOR APPROVAL
____
Deputy State Highway Engineer

Attest ____________________
SECRETARY

COMMISSIONER OF PUBLIC ROADS
By ____________________
Division Engineer, Bureau of Public Roads

—33205

Oregon State Highway Department

Federal Aid Secondary
Project No. S-161(3)

DREWS CREEK BRIDGE

ON THE COTTONWOOD-DOGLAKE ROAD IN LAKE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code 3021
Drews Creek Bridge #8009(Sta. 393+36 to Sta. 394+20)(Contract No. 4421)

85 cu. yds.	Structural Excavation	$ 15.00	$ 1,275.00
10 cu.yd.	Excavation Below Elevation Shown	20.00	200.00
156 cu.yd.	Class "A" Concrete	80.00	12,480.00
42,000 lbs.	Metal Reinforcement	0.13	5,460.00
All Required	Remove Old Bridge		1,000.00
	Subtotal		$ 20,415.00
	10% Engr. & Cont.		2,041.50
	Total		$ 22,456.50

Length of Structure 0.016 mile

Federal Funds- -	$ 13,000.00
State Funds- -	4,728.25
County Funds -	4,728.25
	$ 22,456.50

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

Funds for Maint: Chap. 529,laws 1939.

Notes: Necessary funds have been deposited by Lake County with the Highway Department.

1735

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Klamath
Project No. S-187(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 2nd day of Aug., 1955, by and between The Oregon State Highway Commission constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 0.028 miles of bridge construction
(Character of work)

between FAS 410 near Olene and FAS 417 approximately 5 miles southwest of Bonanza,
(Control points)
consisting of 0.000 miles of roadway and one (Number) bridge~~s~~ totaling 0.028 miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-one thousand and 00/100 dollars ($21,000.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is thirty-four thousand, forty-eight and 30/100 dollars ($34,048.30).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorised under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

RECOMMENDED FOR APPROVAL
Deputy State Highway Engineer

Attest
SECRETARY

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By Chas H Reynolds
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS
By
Division Engineer, Bureau of Public Roads

—33205

ection, and upon receipt
e submit schedules of
ficial or depository
to receive public

Oregon State Highway Department

Federal Aid Secondary
Project No. S-187 (1)

LOST RIVER BRIDGE AT OLENE ON THE OLENE-POE VALLEY ROAD IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code X021
Lost River Bridge #15448 (Sta. 0+36 to Sta. 1+86)(Contract No. 4421)

20 cu. yds.	Structural Excavation	$10.00	$ 200.00
10 cu. yds.	Excavation Below Elevation Shown	10.00	100.00
1,700 lin. ft.	Furnish Treated Timber Piling	1.25	2,125.00
34 only	Drive Timber Piles	60.00	2,040.00
4 M-FBM	Treated Lumber in Place	350.00	1,400.00
220 cu. yds.	Class "A" Concrete	65.00	14,300.00
48,000 lbs.	Metal Reinforcement	0.12	5,760.00
312 lin. ft.	Metal Rail	6.50	2,028.00
All Required	Remove Old Bridge		3,000.00
		Subtotal	$30,953.00
		10% Engr. & Cont.	3,095.30
		Total	$34,048.30

Length of Structure 0.028 Mile

Federal Funds..	$21,000.00
State Funds..	6,524.15
County Funds..	6,524.15
	$34,048.30

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Klamath County with the Highway Department.

FORM E-123 50M REVISED 2-5

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUL 28 1955
FOR FILING

S-174[illegible]
4421

July 26, 1955

Hamilton and Thomas, Contractors
Box 726
Eugene, Oregon

Re: Our File CAO-55-96
Accident: 6/22/55
Contract No. 4421

Gentlemen:

On June 22, 1955, a State-owned surveyors' transit, L & V #276, while in use on the Lost River Bridge at Merrill, Oregon, was damaged when one of your truck drivers hit a 12"x12" timber and knocked it against the transit tripod, breaking a tripod leg and, of course, severely damaging the transit.

The facts of the accident, as we have them, indicate that your driver was responsible for the damage incurred, and we are therefore making claim upon you for the cost of repairs to the transit when such repair work has been completed. It is our understanding that you are insured with the Seaboard Surety Co., through Hanson and Rowland, Agent, 609 Henry Building, Portland, Oregon, and a copy of this letter is being forwarded to that organization for further attention. We are withholding the repair of the transit for a reasonable length of time, so that in the meantime if you or your insurance carrier have any suggestions as to where you desire the repair work accomplished you may have an opportunity to contact this office, and we will then arrange for the work to be done.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By

O. E. McADAMS, JR.
Assistant Attorney

FRC

cc- Mr. W. W. Stiffler
Mr. E. A. Collier
Mr. E. A. Pease
Mr. Lenn C. Davis
Mr. John A. Phillips
Seaboard Surety Co.

NOTED
W. W. STIFFLER

RECEIVED
JUL 27 1955
OFFICE OF

6

RECEIVED
JUN 2 1955
FOR FILING

S-1714
4421

June 2, 1955

Hamilton and Thoms
Box 726
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4421, which was awarded to you April 26 by the State Highway Commission, for construction of the Drews Creek and Lost River Bridges on Highways FAS 430, 431, 583 and 407 in Klamath and Lake Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-130—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Myers

NOTED
F. H. [illegible]MANN

NOTED
V. R. JONES

Lake County
Lakeview, Oregon

Attn: County Court

Invoice No. 38877
Date April 27, 1955
Your Req. No.
Billing Request No. cc-153
Credit distribution: 519-1019-297

Advance Deposit	4,600.00
Partial transfer county's share total cost. Drews Creek bridge, Lake County FAS project, covered by agreement dated April, 1955	3,000.00
To be retained	$1,600.00

RECEIVED
APR 28 1955
ENGINEER
COUNTY & CITY RELATIONS

No 407

NOTED

By ______________________

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 27, 1955

NOTED
J. W. CATTRALL

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that Contract No. 4421 was awarded April 26th to Hamilton & Thoms for construction of the Drews Creek Bridge on FAS 407. A copy of the contract will be forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

Salem, Oregon
April 26, 1955

NOTED
Harold C. Myers

Mr. W. C. Williams
O F F I C E

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We have received both the Klamath and Lake County advance deposit in connection with the Lost River bridges (3) and Drews Creek bridge on FAS 430, 131, and 583 in Klamath County and FAS 407 in Lake County. A contract can now be awarded for these bridges.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: P. M. Stephenson, Bridge Engr.

NOTED
J. W. CATTRALL

April 21, 1955

Mr. Zane Gray
Lake County Clerk
Court House
Lakeview, Oregon

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Dear Sir:

This is to acknowledge receipt of Warrant #1158 in the amount of $4,600 as the County's participation in the total estimated cost of the construction of the Drews Creek Bridge on FAS 407 in Lake County.

In order to be assured that there would be bidders for the Drews Creek Bridge, the Lake County project was combined with three bridges in Klamath County under one contract. Klamath County's advance deposit has not been received as yet and the contract cannot be awarded until their deposit is in our hands. The Lake County Court will be notified when the contract is awarded and a copy of the contract and set of plans will be forwarded as soon as they are available.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

Salem, Oregon
April 20, 1955

Mr. C. H. Maison
Accounting Division

NOTED
Harold C. Ayers

Attached is Lake County Warrant #1158 in the amount of $4,600. This amount represents the county's participation in the total estimated cost of the construction of the Drews Creek Bridge on FAS 407 in Lake County.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

cc: W. C. Williams

NOTED
J. F. HAGEMANN

R. HECKMAN
COUNTY JUDGE
O. W. OGLE
COMMISSIONER
E. M. CARLON
COMMISSIONER
ZANE GRAY
CLERK
THOMAS S. ELLIOTT
SHERIFF

LAKE COUNTY
STATE OF OREGON
LAKEVIEW, OREGON

C. H. LANGSLET
ASSESSOR
HARVEY R. SANDERS
TREASURER
ANNE SPRAGUE
SCHOOL SUPT.
EVERETT OSTERMAN
CORONER

April 18, 1955

Oregon State Highway Department
State Highway Building
Salem, Oregon.

Attn: Mr. John W. Cattrall.

Dear Sir:

Enclosed please find a County Warrant in the amount of $4,600.00, which is the advance deposit requested in your letter of April 15th.

Also, please be advised that all required right of way has been obtained to and across Drews Creek.

Yours very truly,

Zane Gray
County Clerk

1 enc.

ZMG/mel

RECEIVED
APR 20 1955
ENGINEER
[illegible]

NOTED
V. R. JONES

April 15, 1955

NOTED
J. W. CATTRALL

NOTED
H[illegible]

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On April 14th the Highway Commission received a satisfactory bid from Hamilton & Thoms of Eugene for construction of the Drews Creek bridge on FAS 407. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to signing of a contract. The amount of this deposit is as follows:

Bid Items	$20,415.00
12-1/2% Engineering & Contingencies	2,551.87
Estimated Total Cost...	$22,966.87
Advance Deposit of 20% = $4,593 or say	$ 4,600.00

Please make this deposit by means of a warrant or check in the amount of $4,600 payable to the Oregon State Highway Commission, forwarding same to this office. Also, a letter certifying that all required right of way has been obtained should accompany the deposit. Upon receipt of said deposit and letter concerning right of way, a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

Form A-150—10M—12-54

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

Salem, Oregon

Klamath County
Klamath Falls, Oregon

Attn: County Court

NOTED
J. F. HAGEMANN

Invoice No. 38878

Date April 27, 1955

Your Req. No.

Billing Request No. cc-154

Credit distribution: 518-1067-297

Advance Deposit	22,400.00
Partial transfer county's share total cost. Lost River bridges (3), Klamath County FAS project, covered by agreement dated April, 1955	
	18,000.00
To be retained	$ 4,400.00

RECEIVED
[illegible] 28 1955
ENG [illegible]
CO[illegible] [illegible]IONS

State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. William R. Canton, County Engineer

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Fnd 430

April 27, 1955

Klamath County Court
Court House
Klamath Falls, Oregon

NOTED
J. W. CATTRALL

Gentlemen:

This is to acknowledge receipt of $22,400 as an advance deposit in connection with the Lost River Bridges (3) on FAS 430, 431, and 583. Contract No. 4421 was awarded April 26th to Hamilton & Thoms and a copy of the contract will be forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

NOTED
J. F. HAGEMANN

John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. William R. Canton, County Engineer

NOTED
V. R. JONES

Salem, Oregon
April 26, 1955

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We have received both the Klamath and Lake County advance deposit in connection with the Lost River bridges (3) and Drews Creek bridge on FAS 430, 431, and 583 in Klamath County and FAS 407 in Lake County. A contract can now be awarded for these bridges.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: P. M. Stephenson, Bridge Engr.

E. W. Gowen, Commissioner
Murray Britton, Sheriff
Chas. F. DeLap, County Clerk
A. R. Dickson, Assessor
W. R. Canton, Surveyor & Engineer
Cynthia Campbell,
Clerk Tax Foreclosures

Jerry V. Rajnus, Commissioner
Frank R. Alderson, District Attorney
Eva M. Cook, Treasurer
Murray Britton, Tax Collector
Geo. H. Adler, M. D., Coroner
Seth Kerron, M. D., Health Officer

Klamath County Court
U. E. Reeder, Judge
KLAMATH FALLS, OREGON

NOTED
Harold C. Ayers

RECEIVED
6

NOTED

NOTED
J. W. CATTRALL

J. F. HALLORAN

April 25, 1955

Oregon State Highway Department
Salem, Oregon

Att: Mr. John W. Cattrall
Engineer City and
County Relations

Gentlemen:

Enclosed is County warrant # 19974 in the amount of $22,400.00, the County's share of the bridge contracts.

The required right of way for the building of these bridges has all been obtained and the County is now in possession of all of the necessary right of way.

Very truly yours,

U E Reeder
U.E. Reeder
County Judge

UER/ok

Warrant sent to Acctg Div. advance fund 4-26-55

RECEIVED
APR 26 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
V. R. JONES

April 15, 1955

Klamath County Court
Court House
Klamath Falls, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On April 14th the Highway Commission received a satisfactory bid from Hamilton & Thoms of Eugene for construction of the Lost River bridges at Bonanza, Olene, and Merrill on FAS 430, 431, and 583. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to signing of a contract. The amount of this deposit is as follows:

Bid Items	$ 99,895.00
12-1/2% Engineering & Contingencies	12,486.88
Estimated Total Cost..	$112,381.88

Advance Deposit of 20% = $22,476 or say $ 22,400.00

Please make this deposit by means of a warrant or check in the amount of $22,400 payable to the Oregon State Highway Commission, forwarding same to this office. Also, a letter certifying that all required right of way has been obtained should accompany the deposit. Upon receipt of said deposit and letter concerning right of way, a contract will be signed.

Very truly yours,

R H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
APR 27 1955
FOR FILING

- [illegible]
4421

April 26, 1955

NOTED
J. Mc C.

Hamilton & Thoma
Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your proposal for constructing Drews Creek and Lost River Bridges in Klamath and Lake Counties for the sum of $120,310.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4421.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson
Pacific Builder & Engineer, Inc.

FORM E-30 20M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
April 8, 1955

To: Mr. W. C. Williams
OFFICE

SUBJECT:

L

Glaisyer

RECEIVED
APR 8 1955
[illegible]

Attached are three copies of an agreement covering finances for the Drews Creek bridge on FAS 407 in Lake County. Two copies of the agreement have been signed by the county and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on October 28, 1954. In order to permit the use of available FAS funds as required for this project the limiting funds shown on pages 4, 5, and 6 of the finance agreement represent total fiscal year 1956 funds available to Lake County; however, the project is estimated to cost only $20,000. County FAS projects not yet contracted will be reduced by any amount the costs for Drews Creek bridge exceed $20,000.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hage
John F. Hagemann
Assistant Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-28-54 Minute Page 29
Secretary

JFH:mm
Att.

C SERVICE
class of service desired;
wise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM
DAY LETTER
NIGHT LETTER

$
$
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1955
9:40 a.m.

Hamilton & Thoms
Box 726
Eugene, Oregon

Contract for Drews Creek and Lost River Bridges, Klamath and Lake Counties, for which you submitted low bid on April 14 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
C. W. Head
Files

S-
S-
S-
S-

Court of Lake

Secretary

rn
Attach

RECEIVED
UU APR 25 1955
FOR FILING

S-174(1)
4421

Salem, Oregon
April 22, 1955

Maint - 224
Finance - 82

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Lake County covering the Drews Creek Bridge on FAS 407.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Lake County.

Secretary

rn
Attach

RECEIVED
APR 22 1955
FOR FILING

S-174(1)
4421

S-174(1)
S-186(1)
S-187(1)
S-101(3)

April 22, 1955

County Court of Lake County
Court House
Lakeview, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Lake County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Lake County covering the Drews Creek Bridge on FAS 407.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

8

RECEIVED
APR 26 1955
FOR FILING

S-174(1) S-186(1)
S-187(1) S-101(3)
4421

[illegible] file

Fil

Salem, Oregon
April 21, 1955

Maint. 189
Finance 47

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for furtherhandling are two sets of four certified copies of Maintenance Agreements and three conformed copies of Finance Agreements with Klamath County covering the Lost River bridges at Bonanza, Olene, and Merrill on FAS 430, 431, and 583 in Klamath County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Klamath County.

Secretary

rn
Attach: 11

18,104

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1955

Glaisyer

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

Attached are three copies each of three finance agreements covering the Lost River bridges at Bonanza, Olene, and Merrill on FAS 430, 431, and 583 in Klamath County. Two copies of each agreement have been signed by the county and are now ready for presentation to the Highway Commission. These agreements require your signature of approval.

Also attached are six copies each of two maintenance agreements covering the bridges at Bonanza and Olene. After signature by the Highway Commission, please return four either fully executed or certified true copies of each agreement to this office for transmittal to the B.P.R. A maintenance agreement covering the bridge at Merrill has already been executed by the Highway Commission and the county.

The bridges at Olene and Bonanza were approved by the Highway Commission on October 28, 1954, and the bridge at Merrill was originally approved on February 24, 1954. In order to permit the use of available FAS funds as required for this project the limiting funds shown on pages 4, 5, and 6 of the finance agreements will total the uncontracted balance of fiscal year 1955 and 1956 funds available to Klamath County. Funds available to Klamath County for county FAS projects not yet contracted will be reduced by any amount the costs exceed the original programmed amount.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-28-54 Minute Page 29
2-24-54 27
Secretary

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
April 8, 1955

Glaisyer

To: Mr. W. C. Williams
OFFICE

SUBJECT:

L

Attached are three copies each of three finance agreements covering the Lost River bridges at Bonanza, Olene, and Merrill on FAS 430, 431, and 583 in Klamath County. Two copies of each agreement have been signed by the county and are now ready for presentation to the Highway Commission. These agreements require your signature of approval.

Also attached are six copies each of two maintenance agreements covering the bridges at Bonanza and Olene. After signature by the Highway Commission, please return four either fully executed or certified true copies of each agreement to this office for transmittal to the B.P.R. A maintenance agreement covering the bridge at Merrill has already been executed by the Highway Commission and the county.

The bridges at Olene and Bonanza were approved by the Highway Commission on October 28, 1954, and the bridge at Merrill was originally approved on February 24, 1954. In order to permit the use of available FAS funds as required for this project the limiting funds shown on pages 4, 5, and 6 of the finance agreements will total the uncontracted balance of fiscal year 1955 and 1956 funds available to Klamath County. Funds available to Klamath County for county FAS projects not yet contracted will be reduced by any amount the costs exceed the original programmed amount.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

UTHORIZED BY HIGHWAY COMMISSION
ATE 10-28-54 Minute Page 29
2-24-54 / H B Glaisyer Jr 27
Secretary

JFH:mm

RECEIVED
APR 21 1955
FOR FILING

S-174(1)
4421

S 174 (1)
S 186 (1)
S-187 (1)
S-191 (3)

April 21, 1955

County Court of Klamath County
Court House
Klamath Falls, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Klamath County two fully executed copies of Maintenance Agreements and three fully executed copies of Finance Agreements between the State Highway Commission and Klamath County covering the Lost River bridges at Bonanza, Olene, and Merrill on FAS 430, 431, and 583, in Klamath County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

C.H. Langslet
XXXXXXXXXX
COUNTY JUDGE
O. W. OGLE
COMMISSIONER
E. M. CARLON
COMMISSIONER
ZANE GRAY
CLERK
THOMAS S. ELLIOTT
SHERIFF

LAKE COUNTY
STATE OF OREGON
LAKEVIEW, OREGON

C. H. LANGSLET
ASSESSOR
HARVEY R. SANDERS
TREASURER
ANNE SPRAGUE
SCHOOL SUPT.
EVERETT OSTERMAN
CORONER

April 15, 1955

NOTED
W. C. WILLIAMS

NOTED
V. R. JONES

State Highway Commission
Salem, Oregon.

Attention: Mr. Jones

Dear Sir:

This is to inform you that all right-of-ways are now cleared down to and across Drews Creek.

With kindest personal regards, I remain

Yours very truly,

C H Langslet
County Judge

project 467

RECEIVED
18 1955
[illegible]

NOTED
J. F. HAGEMANN

RECEIVED
APR 18 1955
STATE [illegible] COMMISSION

FOR

5-174(1)
4421

April 15, 1955

Hamilton & Thoma
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your bid in the amount of $120,310 for construction of Drews Creek and Lost River Bridges in Klamath and Lake Counties, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

NOTED

March 28, 1955

Klamath County Court
Court House
Klamath Falls, Oregon

NOTED
J. W. CATTRALL

NOTED
V. R. JONES

Gentlemen:

Enclosed are four copies each of three option forms covering right-of-way required in connection with the Lost River bridge at Bonanza on FAS 430. Also enclosed are three prints of a map showing the property covered by the options.

As the Highway Commission plans to accept bids on this and the Lost River bridges at Olene and Merrill at its April 13-14 meeting, execution of these options or deeds for the property should be obtained prior to the meeting. Please advise this office when the county has obtained signed options or deeds.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Encl.

cc: Mr. W. R. Canton, County Engineer

[illegible] forms in [illegible] connection with the Bonanza-[illegible] Forest Road in Klamath [illegible] of information.

[illegible] of Map No. 7B-31-10 covering [illegible]

Area

[illegible] acres
[illegible] acres
[illegible] acres

[illegible] 9-01 92315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1955

SUBJECT:

To: Mr. John Cattrall
City and County Relations Engineer

Dear Sir:

Attached is a copy of a letter dated March 14 which states that the three right of way descriptions for the Bonanze Bridge No. 15442, FAS 430, were submitted. I find that these now are being made up by Mr. Simpson and will be forwarded to Mr. Chidsey who will send them to your office for transmittal to the Klamath County Court.

Yesterday when I was in Klamath Falls, I talked with Mr. Canton, County Engineer, and he asked that these descriptions be returned to him as soon as possible so that he could obtain the right of way required. In this connection he wished to have prints of our vicinity maps showing the location of the bridge, and I am having three copies of this map sent to you for transmittal with these descriptions.

Very truly yours,

E G Ricketts

E. G. Ricketts
Bridge Investigations Engineer

EGR:aa

Attachment

cc P. M. Stephenson
E. F. Chidsey

To Co Engr
3/25/55

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
March 14, 1955

SUBJECT: Bonanza FAS 430 Bridge Project
~~Olene FAS 431~~ Bridge Project
Klamath County
Br No 15442

To:

Mr. P. M. Stephenson
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

C. A. GARDNER

Dear Sir:

Herewith three right of way descriptions for the Bonanza FAS 430 Bridge Project, also under separate cover we are mailing vicinity map for the abovenamed project and also one for FAS 431 at Olene, one sketch map and one 1"-50' detail map.

At your earliest convenience will you send Mr. Toole at Klamath Falls three prints each of the Olene and Bonanza vicinity maps.

sent 3/16

Very truly yours,

W. E. Chandler
Division Engineer

By Robert H Clark
ROBERT H. CLARK
Division Office Engineer

RHC:bd
Enclosures.

MEMO to J. W. Nash
2/25/55

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Drews Creek Bridge
FAS Route 407

This bridge is located approximately 2 miles southwest of West Side. The existing structure is a pile trestle 42 feet in length with a horizontal clearance of 20 feet. This structure is inadequate due to deterioration.

The proposed project is to construct a reinforced deck girder concrete bridge on the existing alignment. Horizontal clearance of the structure will be 24 feet. Lake County will construct required road approaches without Federal cooperation.

This road serves an irrigated farming area and as an access route to the Fremont National Forest.

Lake County ✓
Bridge Length = 70'

FUNDS:		
	Federal	$12,000
	County	4,000
	State	4,000
	Total..	$20,000

NOTED
J. F. [illegible]

JFH:mm

NOTED
Harold C. [illegible]

NOTED
J. W. CATTRALL

Memo to J. W. Nash
2/25/55

Olene Bridge
FAS Route 431

This bridge is over Lost River and is located immediately south of the Klamath Falls-Lakeview Highway at Olene. The existing structure is composed of two 75-foot steel pony trusses with a horizontal clearance of 15' 3" which is too narrow for present traffic.

The proposed project is to construct a treated pile trestle bridge with reinforced concrete beams and concrete deck on the existing alignment. Horizontal clearance of the structure will be 26 feet and there will be a 3'-6" sidewalk on each side. Klamath County will construct required road approaches without Federal cooperation.

This road serves a large irrigated farming area primarily raising feed and seed crops and cattle.

Klamath County✓
Bridge Length = 150'

Funds:	Federal	$21,000
	County	7,000
	State	7,000
	Total..	$35,000

NOTED

JFH:mm

NOT
Harold C

NOTED
J. W. CATTRALL

Memo to J. W. Nash
2/25/55

Bonanza Bridge
FAS Route 430

This bridge is over Lost River and is located within the City of Bonanza. The existing structure is a 100-foot steel pony truss with a horizontal clearance of 16'-8".

The proposed project is to construct a treated pile trestle bridge with reinforced concrete beams and concrete deck on an improved alignment. Horizontal clearance will be 26 feet with a 3'-6" sidewalk on each side. Klamath County will construct required road approaches without Federal cooperation.

This road serves a highly developed, irrigated valley section upon which potatoes, feed and seed, and cattle are raised.

Klamath County
Bridge Length = 150'

Funds:	Federal	$21,000
	County	7,000
	State	7,000
	Total..	$35,000

NOT
ANN

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT

NOTED

Salem, Oregon
February 2, [illegible]

[illegible]

[illegible]

My estimates of these three FAS bridge sites for composite trestle designs are as follows:

FAS No. 430 at Bonanza will require 6-25' spans. This estimates $33,000 plus $2,000 for removing the 100' pony steel span. At this site the existing pony steel span can be used for detouring traffic as the new location is upstream from the old bridge site.

FAS No. 431 at Olene will require 6-25' spans which estimates $33,000 plus $2,500 for removing the existing bridge consisting of 2-75' pony steel trusses. At this site it was originally planned to use the 2-75' spans at Merrill alongside the existing bridge but with the use of the composite trestle it is planned to eliminate the existing trusses. Mr. Toole is locating the line this week with this in mind so as to get a better approach on and off the new structure.

FAS No. 583 at Merrill. In lieu of the design we have made for this crossing, I have shown on the attached set of drawings 4-25' composite spans with a 21' span on each end. This estimates $32,000 plus $2,500 for the removal of the existing 2-75' spans, or a total of $34,500. Our previous low bid for this structure for the original design of a three-span continuous bridge of 140' was $46,238 which included $6,688 to maintain traffic, and $2,500 for removal of the old bridge. As mentioned previously, Mr. Canton has taken the matter of maintaining traffic up with the mayor of Merrill and it has been decided that this item can be deleted.

In talking to the County Court last week I found that they are very anxious to have all three of these structures let on the same contract as early as possible. The amount set up for these three FAS bridges is $109,000. The total of the three above estimates is $105,000.

Very truly yours,

E. G. Ricketts
Bridge Investigations Engineer

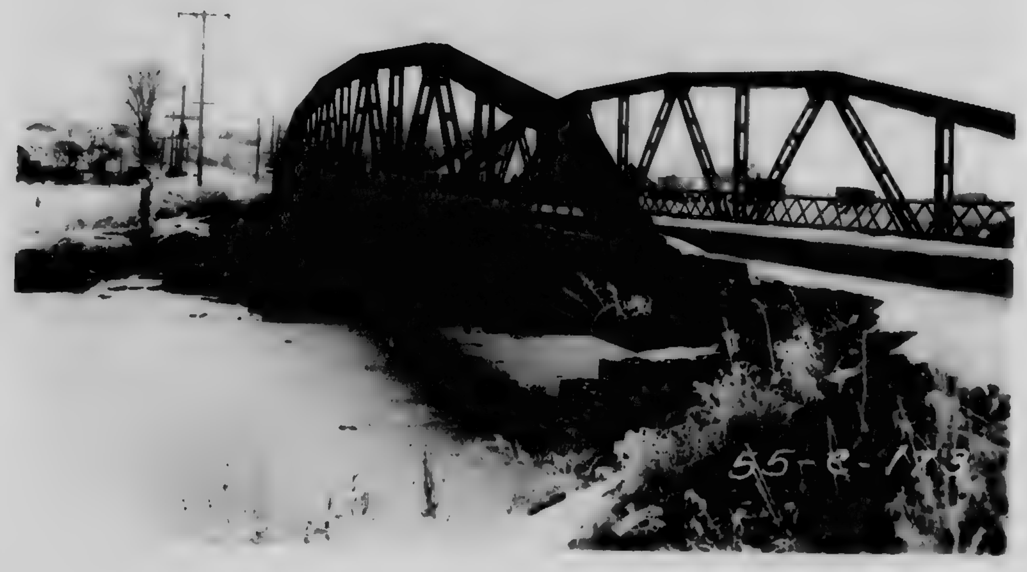
EGR:skt
Attached

1-11-55

FAS 432 County Klamath Contract No. 4421

Section

Location [illegible]



1-11-55

FAS 431 County Klamath Contract No. 4421

Section

Location [illegible]

NOTED
J. W. CATTRALL

NOTED
V.R [illegible]

November 1, 1954

NOTED
Harold C. Ayers

Lake County Court
Court House
Lakeview, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Lake County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

LAKE COUNTY
PROPOSED PROJECTS

FAS 407 - Drews Creek Bridge, $20,000. This bridge is located approximately 2 miles southwest of the community of West Side.

The proposed project is to construct a new bridge on a revised location over Drews Creek. The bridge will be over a channel change. The FAS project will be for the structure only with county forces performing all road approach work, constructing the channel change, and removing the existing structure. The existing structure can probably be used during construction; however, in this event only part of the channel change could be made prior to completion of the bridge and road approaches on the revised alinement. Details should be worked out with the county.

FAS 407 - West Side-Dry Creek, 6.2 Miles, $98,000. This section extends from the end of the Maddock Corner-West Side FAS oiling project completed last year, southerly to a point approximately 1 mile north of Dry Creek.

The proposed project is to place base material and a 20' wide 0-11 with 1' shoulders on the grade and temporary surfacing to be constructed by Lake County. A survey of this section has already been made and the field data is in the Division Office at Bend. The county plans to start grading operations early in 1955 and has requested that the Highway Department set grade stakes as a control for the county work.

9/9/54

November 1, 1954

Klamath County Court
Court House
Klamath Falls, Oregon

Gentlemen:

On October 28th the Highway Commission approved for construction with Federal Aid Secondary funds the projects in Klamath County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Bend and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:[redacted]
Att.

NOTED
V. R. JONES

September 2, 1954

NOTED
Harold C. Ayers

Mr. W. R. Canton
Klamath County Engineer
Klamath Falls, Oregon

Dear Mr. Canton:

Attached is a copy of a tabulation describing the FAS projects proposed for construction during the next two-year period in Klamath County. It would be appreciated if you will examine this tabulation and advise this office immediately whether or not it corresponds to the projects as requested by the county. The estimated cost for erecting the old Merrill bridge at Olene has been increased to $20,000 upon the advice of our bridge division.

It would also be appreciated if you will ask the Court to expedite its approval of the Midland State Highway project and have the Court sign and return the letter dated August 20th describing this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Att.

Approved by Highway Commission October 28, 1954

J. F. HAGEMANN

KLAMATH COUNTY
PROPOSED PROJECTS

FAS 583 - Lost River Bridge (Merrill), $4,000. This bridge was approved on February 24, 1954, as a project for construction with 1955 FAS funds of which $36,000 is available. The county has requested that 1956 funds as required to cover the entire cost of the project be added to the original programmed amount. This is estimated to be $4,000 for a total including 1955 funds of $40,000.

FAS 431 - Lost River Bridge (Olene), $20,000. This bridge is located adjacent to the Klamath Falls-Lakeview Highway at Olene.

The proposed project is to move the existing two 75' steel pony trusses which are being replaced by the above Merrill bridge on FAS 583 to Olene, and incorporate these two spans with the existing two 75' steel pony trusses over the Lost River at Olene. The existing bridges at Merrill and Olene are structurally adequate; however, they have only a 15' 3" and 15' 2" roadway width respectively. It is proposed to erect the Merril spans alongside the Olene bridge and use each for one-way traffic. The FAS project will be for placing or extending abutments as required, erecting, and decking the Merrill spans at the Olene site. The county will perform all road approach work as required. Mr. W. R. Canton, County Engineer, should be consulted in designing the road approaches and locating the bridge.

FAS 430 - Lost River Bridge (Bonanza), $50,000. This bridge is located in Bonanza on the Bonanza-Langell Valley County Road.

The proposed project is to replace the existing 16' 8" wide, 100' long steel pony truss with a reinforced concrete bridge having a 26' roadway. The FAS project will be for the structure only with the county constructing road approaches as required. The county wishes a short realignment in connection with this bridge and Mr. Canton, County Engineer, should be consulted prior to making the survey.

FAS 432 - Keno-Worden Section, 7.7 Miles, $104,000. This section extends from the Green Springs State Highway at Worden southeasterly to the The Dalles-California State Highway at Worden.

The proposed project is to place a leveling course as required and an 0-11 20' wide with 2' shoulders. The county has widened and placed base material on all but 1.5 miles of this section and will complete the widening and basing of this 1.5 miles either in 1954 or the early part of 1955. This project will come out of fiscal year 1957 funds; however, the county has requested that it be contracted as soon after July 1, 1955, as federal funds are apportioned, thus permitting contracting. Mr. Canton, County Engineer, should be contacted for survey data which could be used in preparing the plans.

8/31/54

V. K. JONES

August 12, 1954

Klamath County Court
Court House
Klamath Falls, Oregon

FAS 583

NOTED
Harold C. Ayers

Gentlemen:

I am sorry to advise that all bids received on August 10th for the Lost River Bridge project were rejected as too high. The low bid received was approximately 33% over the estimate.

When this project will be readvertised has not been definitely decided. We will advise you as soon as a decision has been made by our Bridge Division.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

cc: Mr. W. R. Canton, County Engineer

NOTED
V. R. JONES

June 25, 1954

Klamath County Court
Court House
Klamath Falls, Oregon

NOTED
J.F. HAGEMANN

NOTED
Harold J. Ayer

Gentlemen:

I am sorry to advise that no bids were received on June 23rd for construction of the Lost River Bridge on FAS 583. We will readvertise this project for bids to be received at the next Highway Commission meeting which will be August 9th and 10th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM

NOTED
V. R. JONES

Salem, Oregon
June 11, 1954

Klamath County, FAS 583

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

finance agree
superseded by
agree of 4-14-55

Attached are three copies of a finance agreement covering the Lost River Bridge county FAS project in Klamath County. Two copies of the agreement have been executed by the proper county officials and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the Lost River Bridge project. After signature by the Highway Commission, please return four either certified true or fully executed copies to this office for transmittal to the B.P.R.

The Lost River Bridge project was approved by the Highway Commission on February 24, 1954.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:MM
Att.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

June 7, 1954

Klamath County Court
Court House
Klamath Falls, Oregon

NOTED
Harold C. Ayers

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Lost River Bridge FAS project on the Merrill-California State Line County Road, FAS 583, upon which bids will be accepted June 23rd.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. This agreement provides that the county will pay all costs in excess of $36,000 which represents the balance of fiscal year 1954 and 1955 funds available to Klamath County. The estimated cost of this bridge is $39,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's deposit. You will be notified immediately after bids have been received of the amount of the advance deposit required.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature. The maintenance agreement provides that the county agrees to maintain the completed project in a manner satisfactory to the B.P.R., and the encroachment resolution provides that the county will permit no encroachments on the right of way which will permanently interfere with the free and convenient flow of traffic.

The set of plans and specifications is for your information and records. The specifications provide that the project shall be completed not later than April 30, 1955.

If satisfactory, please sign, have the County Clerk attest, and return all copies of both agreements and five copies of the resolution to this office. After signature by the Highway Commission, a fully executed copy of each agreement will be returned. Please mail the signed agreements so as to arrive in this office not later than June 18th.

Very truly yours,

R. H. Baldock
State Highway Engineer

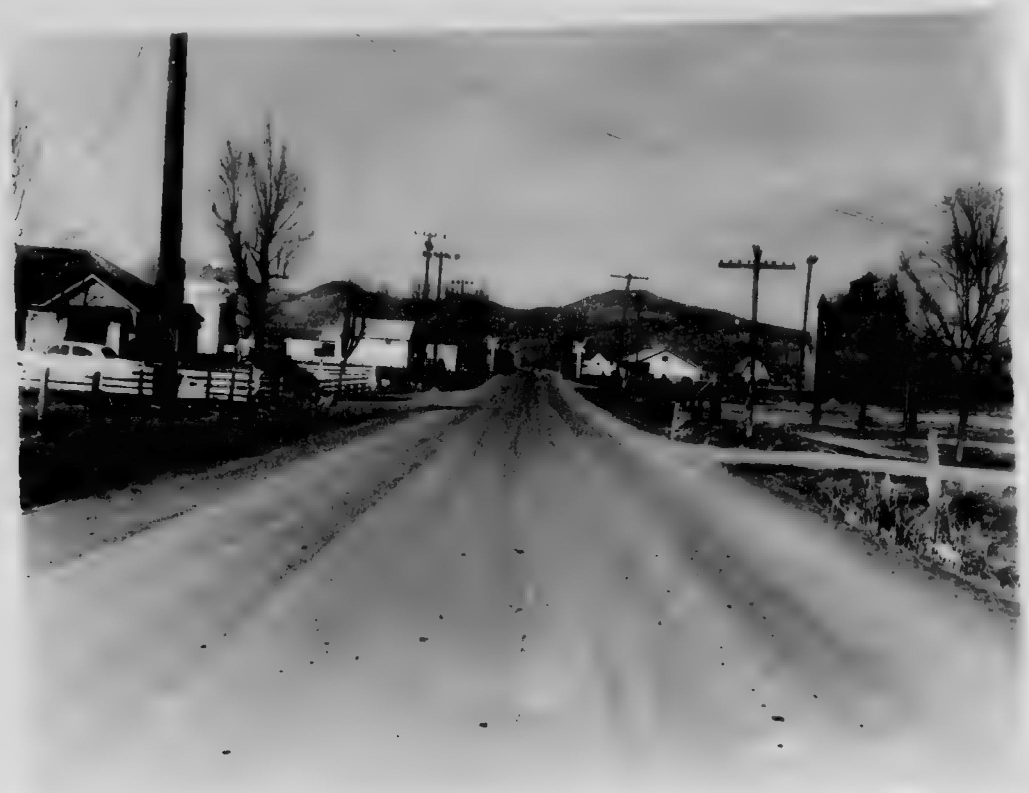
By: John F. Hagemann
Asst. Engr., County and City Relations

JFH:MM
Encl.

FAS 383 County Klamath Contract No. 4421

Section

Location



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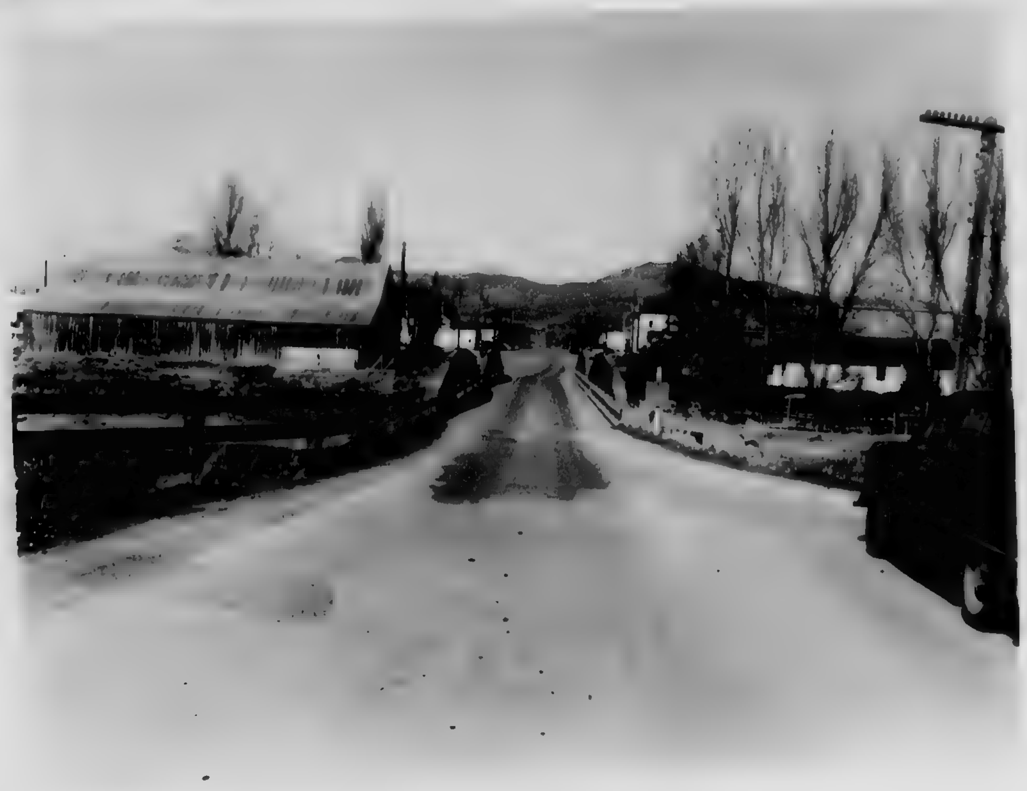


3-11-54

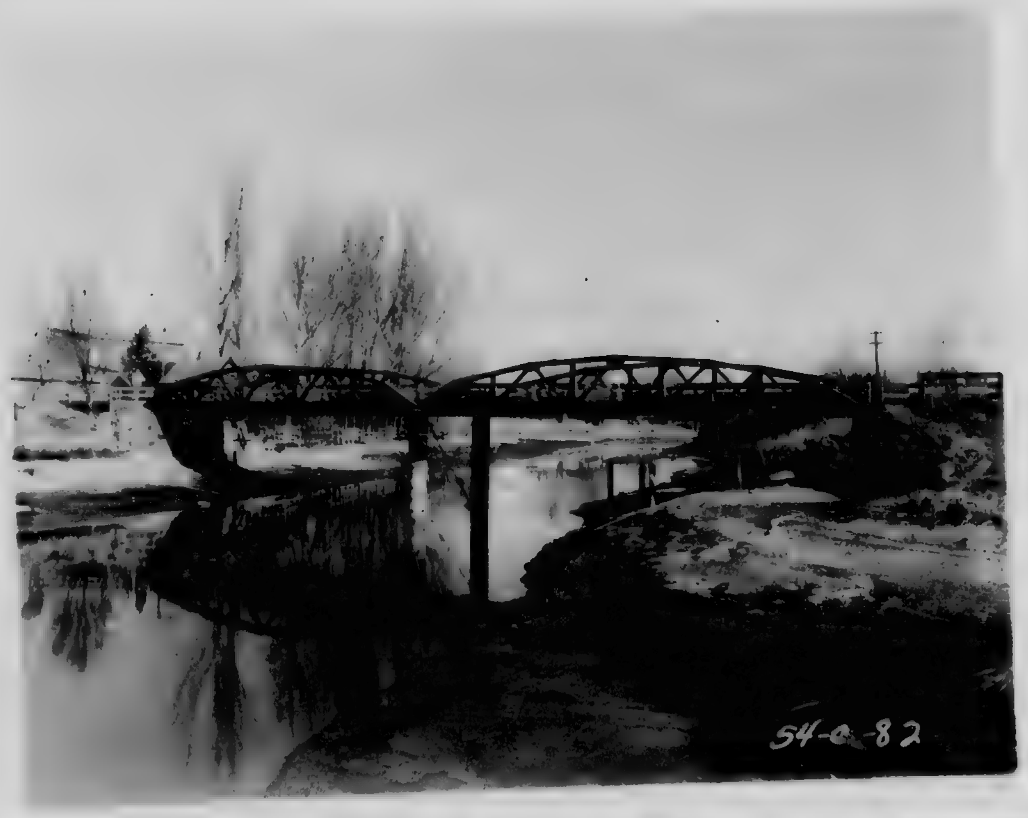
FAS 583 County Klamath Contract No. 4421

Section

54-C-83 M.P. [illegible]

Location [illegible]

[illegible]



54-C-82

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RECEIVED
MAR 3 1954
ENGINEER
COUNTY & CITY RELATIONS

[illegible] 118

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT
INTER DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1954

SUBJECT:

To:

NOTED
J. W. CATTRALL

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
1290 Wall Street
Bend, Oregon

NOTED
J. F. HAGEMANN

NOTED
Harold C. Ayers

Dear Sir:

On March 1 the County and City Relations Office forwarded you a copy of the revision of the Klamath County FAS program wherein the bridge over Lost River on FAS 583 was substituted for the original oiling project on FAS 418.

Will you please prepare the necessary Survey Order and proceed with the making of the necessary vicinity maps for this project.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:js

cc W. C. Williams
G. S. Paxson
J. W. Cattrall

RECEIVED
MAR 3 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

Salem, Oregon
March 1, 1954

NOTED
J. W. CATTRALL

Mr. G. S. Paxson
O F F I C E

NOTED
Harold C. Ayers

Attached is a copy of a revision, approved by the Highway Commission on February 24th, in the fiscal year 1955 County FAS program in Klamath County. As revised the bridge over Lost River on FAS 483 south of Merrill (see attached map) has been substituted for the original oiling project on FAS 418. The oiling project has been cancelled. Mr. Ricketts is familiar with the bridge site.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Asst. Engineer, County and City Relations

JFH:ah
Encl.
cc: Mr. W. E. Chandler
Mr. H. G. Smith
Mr. S. H. Probert
Mr. V. G. O'Neil
Mr. J. W. Nash

NOTED
J. F. HAGEMANN

2/1/54

PROPOSED REVISION, 1955 COUNTY FAS PROGRAM
Klamath County (To replace project approved 1/21/53)

County	FAS Hwy. No.	Section and Description	Programmed Amount
Klamath	583	Lost River Bridge	$ 35,000

-- - - - - - - - - - - - - - --

PROPOSED PROJECT (As revised)
Klamath County
Available Funds - $35,000

FAS 583 - Lost River Bridge. $35,000
The proposed improvement is to replace the existing substandard bridge over Lost River at the south city limits of Merrill. The FAS project will be for the structure only with Klamath County forces at county expense placing fills and constructing road approaches as required at the bridge ends. Klamath County has also agreed to pay all costs in excess of available FAS funds.

FORM E-30 25M 9-51 58318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1954

SUBJECT:

~~RECEIVED
JUN 1954
ENGINEER
RELATIONS~~

To:

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Klamath County covering the Lost River Bridge county FAS project in Klamath County, Oregon.

The original of each of the above agreements has been retained in this office for the Commission's files and a fully executed copy of each has been sent to the County Court of Klamath County, Oregon.

Very truly yours

Secretary

rn
Attach: 5

Void

Superceded by Agreement
dated 4/14/55

RECEIVED
JUN 1954
ENGINEER
RELATIONS

RECEIVED
JUN 21 1954
ENGINEER
RELATIONS

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

File

OREGON DISTRICT
S-174 (1)
4421
S-174 (1)

June 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project S-174(1), Lost River Bridge on the Merrill-California Line Road. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Please forward the usual executed copies of encroachment and maintenance resolutions.

Very truly yours,

C. G. Polk
C. G. POLK
District Engineer

RECEIVED
JUN 16 1954
STATE [illegible]

[illegible]

April 6, 1954

Klamath County Court
Court House
Klamath Falls, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the Bureau of Public Roads has approved the addition of the Merrill-California State Line Road to the FAS System. This road has been assigned FAS Route No. 583. Please correct your maps of the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:[illegible]

ST #80

March 23, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: County and City Relations

Dear Sir:

Klamath County
ST #80

Our Division Office, though recommending the addition of FAS Route 583 to our Washington, D. C. Office for approval, suggests that this latest action be used to again raise the subject of county-wide system studies. We are furnishing one copy of a March 17, 1954 memorandum relative this matter for your review.

After due consideration, we would appreciate your comment on or discussion of the matter.

Very truly yours,

C. G. POLK
District Engineer

Encl.

RECEIVED
MAR 24 1954
OREGON
STATE HIGHWAY COMMISSION

PR

ackg 3-26

NOTED
Harold C. Ayers

March 1, 1954

NOTED
V. R. JONES

Klamath County Court
Courthouse
Klamath Falls, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

Gentlemen:

On February 24th the Highway Commission approved the addition of the Merrill-California State Line County Road to the FAS system and also the proposed revision in the 1955 FAS project in Klamath County. A copy of the project as revised is attached.

Submission of both the system addition and the project to the Bureau of Public Roads for its approval has been made, and we will proceed with the project as rapidly as possible, subject, of course, to approval by the Bureau of Public Roads.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:sh
Encl.

ST 80
accepted by BPR
3-26-54

2/1/54

PROPOSED REVISION, 1955 COUNTY FAS PROGRAM
Klamath County (To replace project approved 1/21/53)

County	FAS Hwy. No.	Section and Description	Programmed Amount
Klamath	583	Lost River Bridge	$ 35,000

-- - - - - - - - - - - - - - - --

PROPOSED PROJECT (As revised)
Klamath County
Available Funds - $35,000

FAS 583 - Lost River Bridge. $35,000
The proposed improvement is to replace the existing substandard bridge over Lost River at the south city limits of Merrill. The FAS project will be for the structure only with Klamath County forces at county expense placing fills and constructing road approaches as required at the bridge ends. Klamath County has also agreed to pay all costs in excess of available FAS funds.

[illegible]
[illegible] DEPARTMENT
[illegible]
[illegible]

[illegible] Commission

Gentlemen:

[illegible] County has requested a [illegible]-mile addition to the [illegible] County Federal-aid Secondary County Road [illegible] in order to provide a connection between the existing Federal-aid Secondary County Road No. [illegible] and [illegible] State of California Federal-aid Secondary Highway No. [illegible]. The proposed addition is indicated in red [illegible] on the attached sketch map, which is accompanied by a description of the requested addition and the reasons for the request.

I believe the County's request is in order, and I recommend your approval thereof.

This matter will be on the next agenda.

Very truly yours,

[illegible]
State Highway Engineer

Attachments

cc: [illegible]
[illegible]

NOTED
J. W. CATTRALL

Salem, Oregon
January 29, 1954

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

NOTED
J. F. HAGEMANN

Enclosed are seven copies of a tabulation with map attachment describing a proposed 1.5 mile addition to the Klamath County FAS System. If this proposed addition meets with your approval, it should be presented to the Highway Commission for its consideration. If approved by the Highway Commission, this office will prepare all necessary data for submission to the B.P.R.

Also enclosed are seven copies of a proposed revision of Klamath County's 1955 FAS project. This is in accordance with our letter to you of January 25th and your answer of January 26th. Please note that the revised project is on the above described road proposed for addition to the FAS System and approval of the project revision is dependent upon approval of the system addition.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:[illegible]
Encl.

Fas 583

State of Oregon

FEDERAL-AID SECONDARY SYSTEM

Supplemental Tabulation No. 80

Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
583		From FAS 419 at Merrill, southerly to California FAS 753 at the Oregon-California State Line	Klamath	-	1.50	1.50

PROPOSED ADDITION TO COUNTY FAS SYSTEM

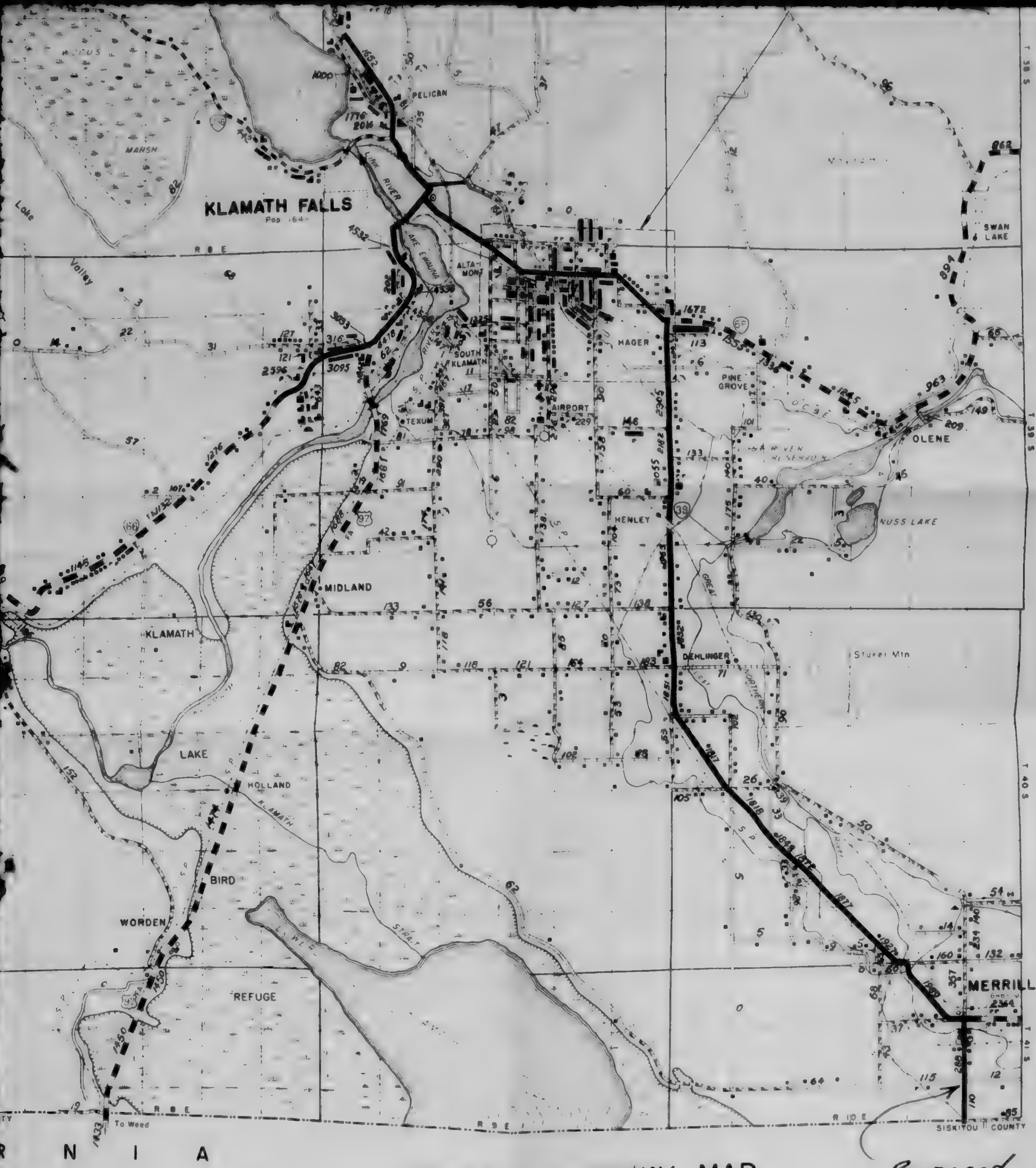
JANUARY 29, 1954

FAS 583 - 1.5 Miles - KLAMATH COUNTY

Proposed FAS 583 is known as the Merrill-California State Line Road and extends from the Klamath Falls-Malin State Highway (FAS 419) in Merrill southerly to California FAS 753 at the state line. This road serves the Lower Klamath Lake area south and west of Merrill. This is a large, highly productive agricultural area primarily devoted to raising grain, potatoes, and livestock. This section of road is an important link in the Klamath County Road system and also serves to integrate the Oregon FAS System with that of California.

All county roads presently on the Klamath County FAS System are approaching a state of complete improvement. If this route is approved, Klamath County plans to utilize FAS funds available this year to replace a substandard bridge over Lost River at the south city limits of Merrill.

JFH:[illegible]


KLAMATH FALLS
Pop 164
PELICAN
MARSH
LINK RIVER
LAKE EWAUNA
ALTAMONT
SOUTH KLAMATH
TEXUM
AIRPORT
HAGER
PINE GROVE
OLENE
SWAN LAKE
HENLEY
NUSS LAKE
MIDLAND
DEHLINGER
Stukel Mtn
KLAMATH
LAKE
HOLLAND
BIRD
WORDEN
REFUGE
LOWER
MERRILL
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R 9 E
R 10 E
T 38 S
T 39 S
T 40 S
T 41 S
To Weed
SISKIYOU COUNTY
42°00'
N I A

GENERAL HIGHWAY MAP

KLAMATH COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U. S. DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

SCALE

1936

REVISED 1939

FEDERAL AID HIGHWAY SYSTEM
FEDERAL AID SECONDARY HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
NAVIGATED NATURAL STREAM
DAM
IRRIGATION DITCH
DEPARTMENT OF COMMERCE INTERMEDIATE FIELD
COMMERCIAL OR MUNICIPAL AIRPORT
MARKED AUXILIARY LANDING FIELD
EMERGENCY LANDING FIELD

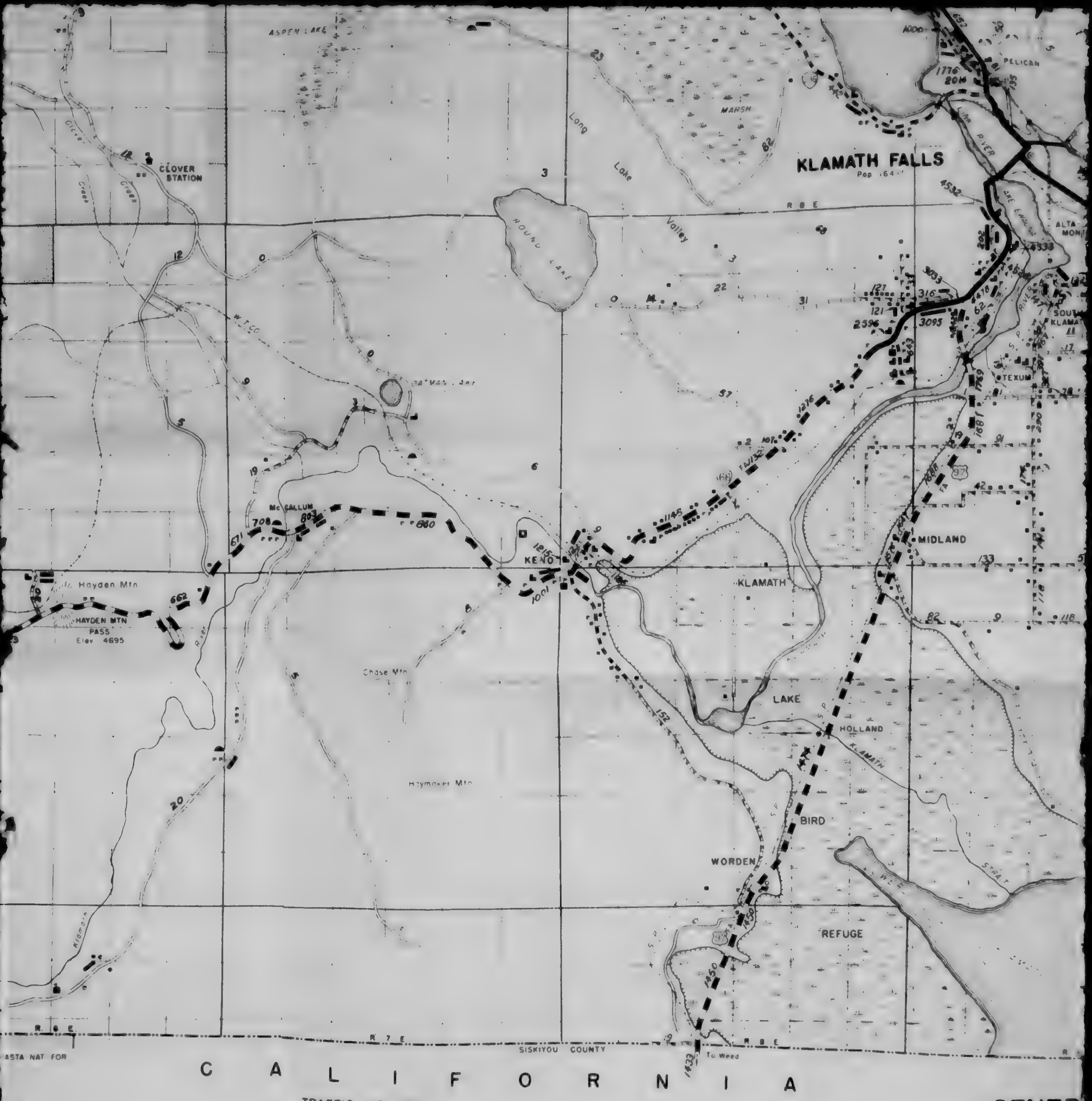
SHEET 7 OF 8 Polyconic Projection

Proposed
FAS 583

Jan 27 54
Klamath

U E Reeder

Jerry Raynes


ASPEN LAKE
CLOVER STATION
MARSH
PELICAN
KLAMATH FALLS
Long Lake Valley
ROUND LAKE
ALTAMONT
SOUTH KLAMATH
TEXUM
MIDLAND
McCALLUM
KENO
Hayden Mtn
HAYDEN MTN PASS
Elev 4695
Chase Mtn
Haymaker Mtn
KLAMATH
LAKE
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WORDEN
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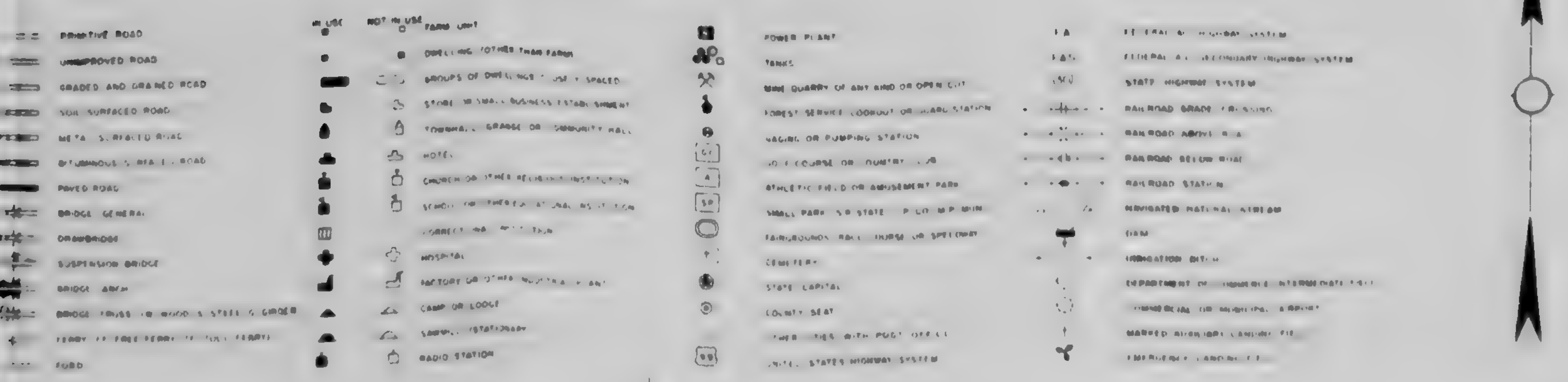
152

TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN.

LEGEND


PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
METAL SURFACED ROAD
BITUMINOUS SURFACED ROAD
PAVED ROAD
BRIDGE GENERAL
DRAWBRIDGE
SUSPENSION BRIDGE
FERRY
FORD
FARM UNIT
DWELLING
HOTEL
HOSPITAL
RADIO STATION
POWER PLANT
TANKS
CEMETERY
STATE CAPITAL
COUNTY SEAT
UNITED STATES HIGHWAY SYSTEM
FEDERAL AID HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD STATION
DAM
IRRIGATION DITCH
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U. S. DEPAR

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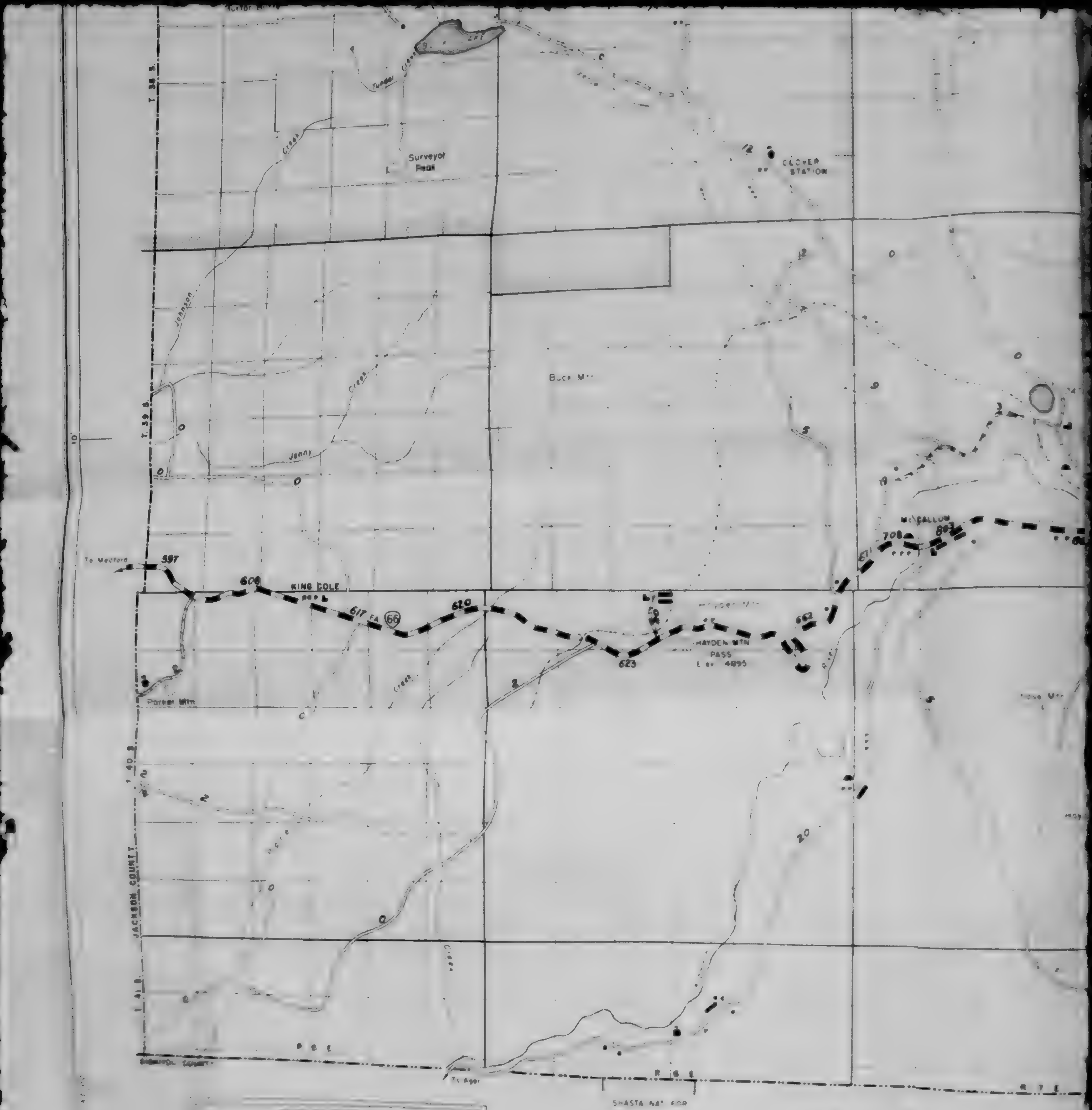
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TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND
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AND APPLY TO THE SECTION OF
BETWEEN ROAD JUNCTIONS AS S

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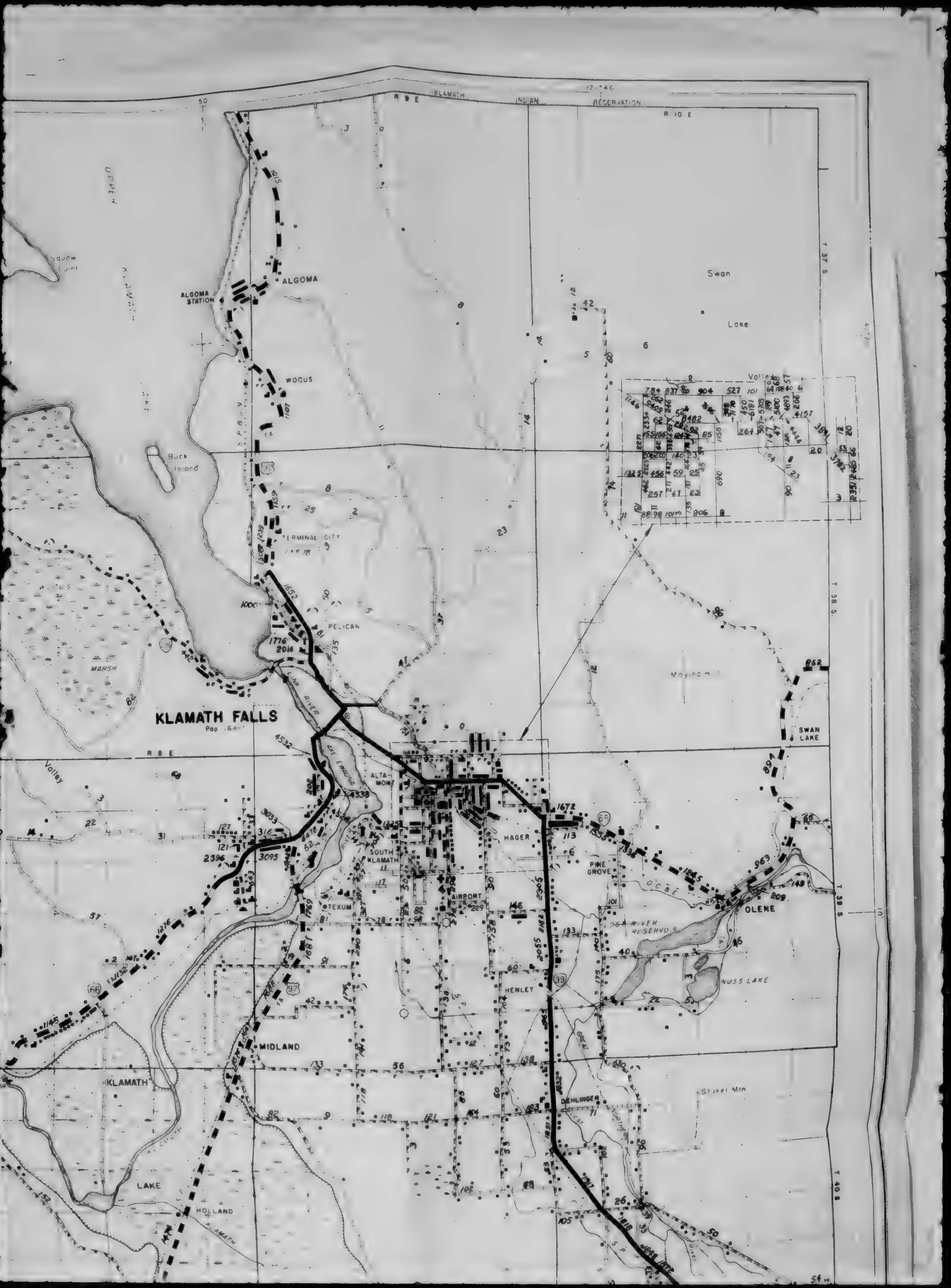
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ALGOMA
ALGOMA STATION
WOCUS
Buck Island
TERMINAL CITY
PELICAN
Swan
Lake
Valley
Moyina Hill
KLAMATH FALLS
Pop 164
LINK RIVER
LAKE EWAUNA
ALTAMONT
SOUTH KLAMATH
HAGER
PINE GROVE
AIRPORT
TEXUM
HENLEY
MIDLAND
DEHLINGER
OLENE
SWAN LAKE
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Stukel Mtn
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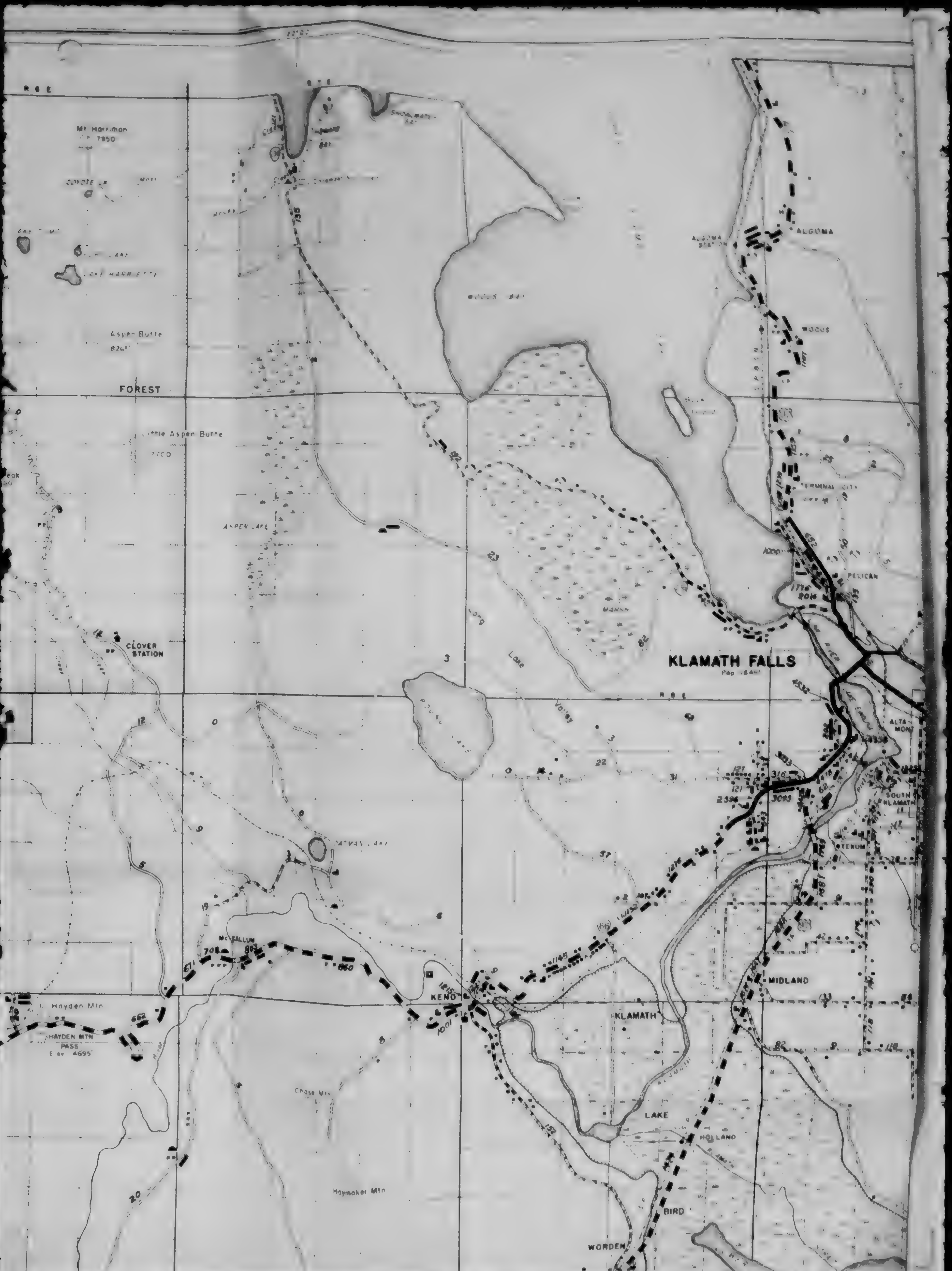
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Aspen Butte
8261
FOREST
Little Aspen Butte
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CLOVER STATION
Long Lake Valley
Marsh
ALGOMA
Algoma Station
WOCUS
TERMINAL CITY
PELICAN
KLAMATH FALLS
Pop 16497
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ALTAMONT
SOUTH KLAMATH
TEXUM
MIDLAND
McCALLUM
KENO
KLAMATH
LAKE
HOLLAND
BIRD
WORDEN
Hayden Mtn
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Elev 4695'
River
Chase Mtn
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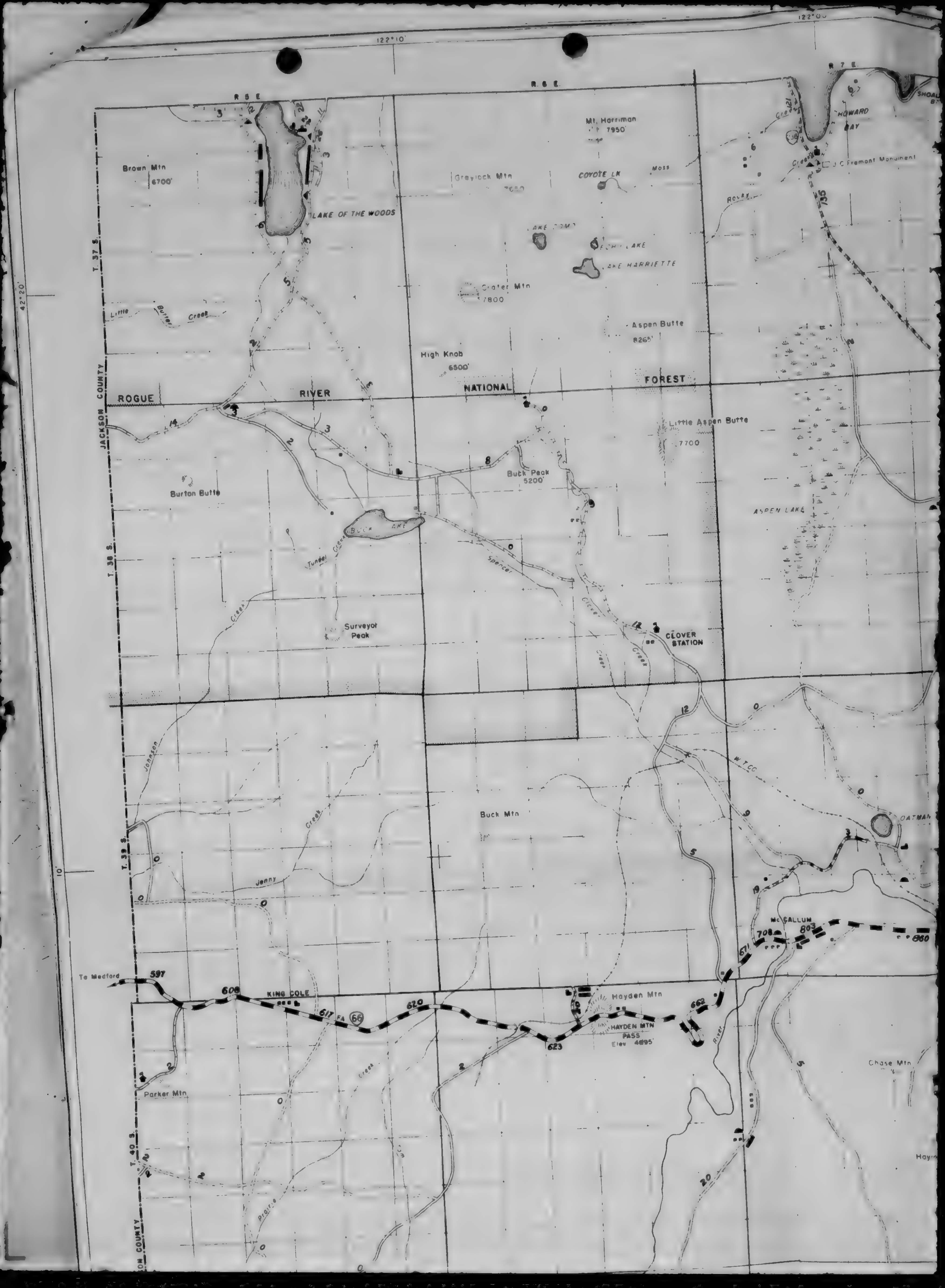
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122°00'
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R 6 E
R 7 E
Brown Mtn
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LAKE OF THE WOODS
Mt. Harriman
7950'
Greylock Mtn
COYOTE LK
Moss
LAKE COMO
FISH LAKE
LAKE HARRIETTE
Crater Mtn
7800
Aspen Butte
8265'
HOWARD BAY
SHOAL
J C Fremont Monument
Creek
Rocky
42°20'
T. 37 S.
Little
Creek
High Knob
6500'
ROGUE
RIVER
NATIONAL
FOREST
JACKSON COUNTY
Little Aspen Butte
7700
Burton Butte
Buck Peak
5200'
BUCK LAKE
Tunnel Creek
Spencer
ASPEN LAKE
T. 38 S.
Creek
Surveyor Peak
Clover
Creek
CLOVER STATION
Johnson
W.T.C.O.
Buck Mtn
OATMAN
T. 39 S.
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HAYDEN MTN PASS
Elev 4695'
662
River
Parker Mtn
Chase Mtn
T. 40 S.
Prairie
Creek
JACKSON COUNTY

S-166(1) S. E. Stark St.-Powell Valley 1955
Road
#4422

RECEIVED
OCT 29 1957
FOR FILING

FORM 230—50M—2-57—4476

4422

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23rd, 1957

SUBJECT:

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Multnomah County has protested the engineering charge on the S. E. Stark St.-Powell Valley Road project, FAS 582, Contract #4422.

Investigation reveals an engineering charge of $20,996.11 against a $153,982.63 construction cost, or 13.7%. We have examined the vouchers against this job in the Accounting Division. We find them in order except for the fact that a new crew was set up and completely outfitted for this project. We could gracefully transfer about $1,200 or $1,300 to other jobs, and I have instructed Skelton to do so.

Engineering costs were run completely out of bounds on this project in 1955, when 60% of the construction work was done, and 130% of the available engineering money was spent. This was under Resident Engineer Smithson. Examination of the records indicates his crew was over manned.

Further investigation of engineering expenses indicates the following:

	Engineering Percentages				
Division	I	II	III	IV	V
Projects Completed in 1956 (Includes Bridges)	10.05	8.43	7.42	8.20	8.25
Overrun - Underrun	+31.34	+7.09	-1.60	+2.41	+6.94
Projects Now Under Way Grading	9.9	9.5	7.3	6.4	6.1
Bridges	3.4*	4.4	5.6	6.7	3.8
Total	6.3	8.2	7.0	6.5	5.6

* Affected by Interstate Bridge which is 41% of work now contemplated with only 2% engineering charge.

NOTED
FORREST COOPER

This indicates Division II is also overexpended. However, they have more paving contracts which will bring the final expenditures into better line. Both Skelton and Walker have been alerted.

As noted in the first paragraph, this analysis was initiated by Multnomah County's protest. In addition to the project protested, we also completed the S. E. Stark Street-Powell Valley Road grading and paving project on which the engineering was $20,445.15 for a $148,821.99 construction cost, or 13.8%. Multnomah County is now doing their own engineering on a County FAS project, and I anticipate the engineering cost will be much less than the 13.6% on those two projects.

Tom Edwards
Construction Engineer

TE:AR

RECEIVED
SEP 23 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1957
FOR FILING

FORM E-30X—27,800—3-57—8477

4422

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1957

SUBJECT: S.E. Stark St.-Powell Valley Road
F.A.S. 582
Contract No. 4422

To: Mr. C. G. Swenson
County and City Relations Engineer
Office

Attention Mr. John F. Hagemann

We have investigated the matter of engineering charges as per your letter of August 14th and have found as follows:

> The contractor started work on this job May 5, 1955 and completed the clearing and some grading between that time and July 2, 1955 when he pulled off of the job in favor of work he had to do in southern Oregon.
>
> Between July 2nd and August 15th of that year some minor work was done requiring the services of a survey party.
>
> Up to August 15th of that year he had completed approximately one-third of the grading.
>
> On August 15th he returned his equipment to the job and had completed all but a minor portion of the grading by September 10th.
>
> Between September 10th and October 29th, at which time this job was shut down for the winter, the contractor hauled topping.
>
> Up to October 29th engineering costs were incurred in the amount of $14,000.

I call your attention to the fact that the specified completion date for this project was September 30th.

> On April 24th the job again became active and was completed on October 31, 1956.

Obviously, the high engineering charges were, to a great extent, due to the prolonged life of this job. Total engineering charges against the job were approximately $21,000. Only $833 were charged to this job during the winter shutdown period when some necessary office work for the completion of the job was done.

RECEIVED
AUG 28 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Allum Bros., the contractors on the job, prosecuted the job in a very dilatory manner requiring many restakings to replace stakes lost during shutdown periods. Our Cost Analysis office reports that many of the delays were caused by poor equipment and lack of supervision.

I call your attention to the fact that we have no choice in the matter of contractors as we are bound to take the low bid or reject all bids. It is thought that in the instant case Allum Bros. gave us a quite favorable bid and that, even with the higher cost of engineering, we got the work done cheaper than would have been the case otherwise.

I am attaching hereto a chronological history of the job. It is believed by this office that had the job been completed by the specified date the engineering overrun would only have been $3,000 or $4,000. There is no question but what the money shown as engineering costs were actually spent on the engineering on this job and investigation has revealed no incorrect charges.

Tom Edwards
Construction Engineer

TE:jc

Attach.

S. E. STARK STREET-POWELL VALLEY ROAD

CONTRACT NO. 4422 ALLUM BROS.

Bid Opened - April 13, 1955
Bid Awarded - April 26, 1955
Specified Completion Date - September 30, 1955

Engineering crew started staking - April 18th.

Contractor started work May 5, 1955 - Clearing.

Completed clearing May 28, 1955 and started moving dirt May 25th. Worked continuous until July 2nd averaging about 600 yards per day. Closed down July 2nd due to weather and moved equipment to southern Oregon. Only work consisted of placing a small amount of borrow and installing some pipe between July 2nd and August 15th. Moved 29,000 of estimated 75,500 yards up to August 15th. Moved equipment back August 15th,completed major grading September 10th. Started to haul topping on August 24th. On October 11th engineering costs were $14,000 or 125% of amount set up. Contractor started setting up crusher October 5th. Contractor hauled topping until October 29th then shut down for winter. No reports between October 29th, 1955 and April 14th, 1956. Reports indicate $833 spent on engineering this period. Newport Construction Company (sub-contractor) started crushing April 14, 1956 and started hauling base material May 1, 1956. Stopped hauling the week of May 19th due to non-completion of subgrade. Started hauling topping and base again on July 23rd. All surfacing and binder in place by September 1st. Balance of time until completion (October 31, 1956) was occupied in setting sight posts and guard rail, with contractor only working about half the time.

Juve's office reported poor equipment and lack of supervision with trucks down about 30% of the time.

Edwin A. Pease

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

DIVISION OF ROADS AND BRIDGES
[illegible]
Portland [illegible], Oregon
[illegible]

August 12, 1957

Mr. John F. Hagemann, Assistant Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir

In looking over the bill of final costs for the grading and surfacing of the S.E. Stark Street-Powell Valley Road section of FAS 582, E. Burnside Road, we notice a charge of $20,996.11 for construction engineering.

It is our understanding that the costs for preliminary engineering even to the preparing of the plans and specifications is borne by the State. In view of this there is no doubt but that a mistake was made in the charge for construction engineering which, in our opinion, as it now stands, is excessive. Will you kindly check to determine if this is not so.

Yours very truly,

P. C. NORTHROP
Roadmaster

PCN:jw

RECEIVED
AUG 19 1957
FOR FILING

S-166

FORM E-20X—67,500—6-57—1477

4422

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 16th, 1957

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

L

We attach hereto copies of correspondence concerning engineering charges on the S. E. Stark Street-Powell Valley Road Section of FAS 582.

May we please have full explanation of the engineering charges in order that we may answer this correspondence.

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper

RECEIVED
FORREST COOPER

RECEIVED
AUG 16 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 810—30M—11-55—96834

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 14, 1957

SUBJECT: Construction Engineering Costs
SE Stark Street-Powell Valley Rd. Section
FAS 582, Grade & Surface
Multnomah County

To: Mr. Tom Edwards
OFFICE

Attached is a copy of a letter from Mr. Northrop, Multnomah County Engineer, and a copy of the final costs referred to by Mr. Northrop. The construction engineering costs were taken directly from the cost accounting books and represent 13.6% of the payments to contractor which is somewhat higher than normal. It would be appreciated if you would check into this matter and furnish this office with an explanation of these relatively high construction engineering costs so that we can in turn advise Mr. Northrop.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND 15, OREGON
CA 7-8441

August 12, 1957

Mr. John F. Hagemann, Assistant Engineer
County and City Relations
Oregon State Highway Department
Salem, Oregon

Dear Sir:

In looking over the bill of final costs for the grading and surfacing of the S. E. Stark Street-Powell Valley Road section of FAS 582, E. Burnside Road, we notice a charge of $20,996.11 for construction engineering.

It is our understanding that the costs for preliminary engineering even to the preparing of the plans and specifications is borne by the State. In view of this there is no doubt but that a mistake was made in the charge for construction engineering which, in our opinion, as it now stands, is excessive. Will you kindly check to determine if this is not so.

Yours very truly,

P. C. NORTHROP
Roadmaster

PCN/sw

(Sheet 1 of 2) Completed 10/31/56

OREGON STATE HIGHWAY DEPARTMENT ITEMIZED STATEMENT OF FINAL COSTS

County Multnomah Contract No: [illegible] Date 7/22/57

FAS [illegible] Section SE Stark Street - Powell Valley Road

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Clearing & grubbing	All	$1,500.00	100%	$ [illegible]
2.	Drainage excavation	c.y.	1.50	833.3	[illegible]
3.	Special borrow excav., unclass	c.y.	0.25	10,409	2,[illegible]
4.	General excav., unclass	c.y.	0.25	77,680.4	[illegible]
5.	Sawdust excav.	c.y.	0.50	[illegible]	553.00
6.	Short overhaul	yd. sta.	.0075	224,403.2	1,683.02
7.	Long "	C-yd. sta.	.40	19,628	7,851.20
8.	Truck haul	yd. mile	.12	19,936.5	2,392.38
9.	Finish roadbed & slopes	mile	250.00	3.32	830.00
10.	Rounding cutbanks	l.f.	.10	—	--
11.	60" c.m.p.	l.f.	24.00	374	8,976.00
13.	65" arch type c.m.p.	l.f.	24.00	250	6,000.00
14.	6" metal drain pipe, uncoated	l.f.	1.00	325	325.00
15.	12" concrete pipe	l.f.	1.95	1,446	2,819.70
16.	18" " "	l.f.	2.90	56	162.40
17.	24" " "	l.f.	3.85	65	250.25
18.	45" " "	l.f.	10.55	78	822.90
19.	Class A concrete	c.y.	60.00	18.41	[illegible]
20.	Metal reinforcement	lb.	.11	205	22.55
21.	Metal guard rail	l.f.	2.31	1,003	2,316.93
22.	Metal sight posts	each	1.50	96	144.00
23.	Type 1 fence	rod	4.71	559.04	2,633.08
24.	14' X 50" metal gates	each	33.50	5	167.50
25.	Selected roadbed topping	c.y.	0.20	47,326	9,465.20
26.	Hauling roadbed topping	yd. mile	0.12	108,238.1	12,988.57
27.	Course cr. mat'l. in base	c.y.	1.87	23,761	44,433.07
28.	Sprinkling	M. gal.	1.00	4,075.2	4,075.20
30.	Preparation of base	mile	300.00	3.32	996.00
32.	MC-3 asphalt	ton	45.00	[illegible]	2,[illegible]
FA#1	Furn. & place 1" metal water pipe,	l.f.	0.90	90	81.00
	2" metal water pipe, S	l.f.	1.00	200	200.00
	3" metal water pipe	l.f.	2.50	90	[illegible]
FA#2	Special 5-wire stock fence	rod	6.20	[illegible]	[illegible]
FA#3	3/4"-0 mat'l in base	c.y.	1.88	[illegible]	[illegible]
	3/4"-0 mat'l in binder crse.	c.y.	3.45	[illegible]	[illegible]
FA#4	1/2" galv. water pipe	l.f.	.75	250	187.50
[illegible]	Cement adjustment	bbl.	4.30	[illegible]	[illegible]

FORCE ACCOUNT

Replace exist. pipe with 36" conc. pipe under road approach }
Excavate soft spot in sub-base and backfill with sand }
Excavate soft spots in main grade & cross road connection } [illegible]

Subtotal.... [illegible]

STATE HIGHWAY DEPARTMENT ITEMIZED STATEMENT OF FINA

[illegible] Contract No. 4492 Date [illegible]

FAS [illegible] Section SE Stark Street-Powell Valley Road

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cos
Subtotal				[illegible]
Lower water pipes in Rockwood and Gresham Water Districts and Private Water Line				$ [illegible]
Remove Old Structures				[illegible]
Furnish and Install Right-of-way Markers				[illegible]
Construction Engineering				[illegible] 20,996.11
TOTAL CONSTRUCTION COSTS				[illegible]
FEDERAL FUNDS COLLECTED FOR PROJECT				$ [illegible]

COUNTY SHARE TOTAL COSTS

Difference between total cost and federal funds
($176,488.30 – $104,500) X 1/2 = $35,994.15

Less Advance Deposit = $31,500.00

BALANCE DUE STATE = $ 4,494.15

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1957
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State: Oregon

Project No.: S-166(1)

MODIFICATION OF PROJECT AGREEMENT

The project agreement heretofore entered into on the 8th day of July, 1955, between the Commissioner of Public Roads and the Oregon State Highway Commission for the construction of Oregon Project S-166(1), is hereby modified to change the approved estimate of cost to $168,658.90, and the Federal funds set aside to the credit of the project to $104,500.00, which does not exceed the authorized Federal pro rata share of the approved estimated cost.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Dated this 5th day of July, 1957.

OREGON STATE HIGHWAY COMMISSION

By: Chas H Reynolds
Chairman, State Highway Commission

By: ______
Member, State Highway Commission

By: ______
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

______
STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS

By: C F Polk
Division Engineer
U.S. Bureau of Public Roads

[illegible] State Highway Department

Federal Aid Secondary
Project No. S-166(1)

S. E. STARK STREET-TO [illegible] VALLEY ROAD SECTION
OF THE EAST BURNSIDE ROAD IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on construction quantities at low bid prices, price agreements, etc.)

Salem, Oregon, May 9, 1957

Outside City Limits of Gresham

Type Code 3210
Roadway (Sta. 276+32 to Sta. 355+92)(Sta. 371+42 to Sta. 451+58)(Contract No. 4422)

All	Required	Clearing and Grubbing (90%)	$	$ 1,350.00
806	cu. yds.	Drainage Excavation, Unclassified	1.50	1,209.00
8,384	cu. yds.	Special Borrow Excavation, Unclassified	0.25	2,096.00
76,284	cu. yds.	General Excavation, Unclassified	0.25	19,071.00
1,106	cu. yds.	Sawdust Excavation	0.50	553.00
224,483	yd. sta.	Short Overhaul	0.0075	1,683.62
19,628	C-y.sta.	Long Overhaul	0.40	7,851.20
14,541	yd. mi.	Truck Haul	0.12	1,744.92
3.03	miles	Finishing Roadbed and Slopes	250.00	757.50
374	lin. ft.	60-inch Corrugated Metal Pipe	24.00	8,976.00
180	lin. ft.	65-inch Arch Type Corrugated Metal Pipe	24.00	4,320.00
325	lin. ft.	6-inch Metal Drain Pipe	1.00	325.00
1,323	lin. ft.	12-inch Concrete Pipe	1.95	2,579.85
556	lin. ft.	18-inch Concrete Pipe	2.90	1,612.40
78	lin. ft.	48-inch Concrete Pipe	10.55	822.90
18	cu. yds.	Class "A" Concrete	40.00	720.00
265	lbs.	Metal Reinforcement	0.11	29.15
1,003	lin. ft.	Metal Guard Rail	2.31	2,316.93
96	only	Metal Sight Posts	1.50	144.00
559	rods	Type 1 Fence	4.71	2,632.89
5	only	14' x 50" Metal Gate	33.50	167.50
42,626	cu. yds.	Selected Roadbed Topping	0.20	8,525.20
97,161	yd. mi.	Hauling Roadbed Topping	0.12	11,659.32
21,460	cu. yds.	Coarse Material in Base	1.87	40,130.20
1,527	M-gals.	Sprinkling	1.00	1,527.00
3.03	miles	Preparation of Base	300.00	909.00
49	tons	RC-3 Asphalt	45.00	2,205.00
		Price Agreement #2		
65	rods	5 Wire Stock Fence	6.20	403.00
		Price Agreement #3		
3,151	cu. yds.	3/4" - 0 Material in Base	1.82	5,734.82
326	cu. yds.	3/4" - 0 Material in Binder Course	3.45	1,124.70
		Extra Work Order #1		
All	Required	Replace Existing Pipe with 36" Concrete Pipe		3,543.44
		Extra Work Order #2		
All	Required	Excavate Soft Spots in Subgrade and Backfill with Sand		2,674.14
		Extra Work Order #3		
All	Required	Excavate Soft Spots in Main Grade and Road Connections		1,744.30

Subtotal	$141,142.98
10% Engr. & Cont.	14,114.29
Total	$155,257.27

Length of Roadway 3.026 Miles
Cost of Roadway Per Mile $51,307.75

Inside City Limits of Gresham

Type Code 3210
Roadway (Sta. 355+92 to Sta. 371+42)(Contract No. 4422)

All	Required	Clearing and Grubbing (10%)	$	$ 150.00
27	cu. yds.	Drainage Excavation, Unclassified	1.50	40.50
2,225	cu. yds.	Special Borrow Excavation, Unclassified	0.25	556.25
1,397	cu. yds.	General Excavation, Unclassified	0.25	349.25
5,396	yd. mi.	Truck Haul	0.12	647.52
0.29	mile	Finishing Roadbed and Slopes	250.00	72.50
70	lin. ft.	65-inch Arch Type Corrugated Metal Pipe	24.00	1,680.00
123	lin. ft.	12-inch Concrete Pipe	1.95	239.85
65	lin. ft.	24-inch Concrete Pipe	3.85	250.25
4,700	cu. yds.	Selected Roadbed Topping	0.20	940.00
11,078	yd. mi.	Hauling Roadbed Topping	0.12	1,329.36
2,282	cu. yds.	Coarse Material in Base	1.87	4,276.34
148	M-gals.	Sprinkling	1.00	148.00
0.29	mile	Preparation of Base	300.00	87.00
5	tons	RC-3 Asphalt	45.00	225.00
		Price Agreement #3		
594	cu. yds.	3/4" - 0 Material in Base	1.82	1,081.08
32	cu. yds.	3/4" - 0 Material in Binder Course	3.45	110.40

Subtotal	$ 12,183.30
10% Engr. & Cont.	1,218.33
Total	$ 13,401.63

Length of Roadway 0.293 Mile
Cost of Roadway Per Mile $45,739.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Outside City Limits Roadway	$155,257.27	$ 96,196.00	$29,530.00	$29,531.27
Inside City Limits Roadway	13,401.63	8,304.00	2,548.00	2,549.63
	$168,658.90	$104,500.00	$32,078.00	$32,080.90

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Multnomah County with the Highway Department.

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Contract [illegible]122

CPR8 [illegible]681

State Or[illegible]n
County Multnomah
Project No. S-166(1)

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 55, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 21st day of April, 54, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 3.319 miles of grading, draining, and 2-lane low type surfacing (Character of work) between F.A. Route 39 and F.A. Route 24 immediately east of Gresham, (Control points) consisting of 3.319 miles of roadway and no (Number) bridgeXXXXXXXXXXXXXXXXXXXXXX in XXXXgth.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of ninety-five thousand, two hundred and 00/100 dollars (95,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is one hundred fifty-three thousand, seven hundred seventy-six and 15/100 dollars (153,776.15).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

COMMISSIONER OF PUBLIC ROADS

By

Division Engineer, Bureau of Public Roads

—32551

RECEIVED JUL 13 1955

DIVISION 8 RECEIVED JUL 8 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-166 (1)

S. E. STARK STREET-POWELL VALLEY ROAD SECTION OF THE EAST BURNSIDE ROAD IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Outside City Limits of Gresham

Type Code 3210
Roadway (Sta. 276+32 to Sta. 355+92) (Sta. 371+42 to Sta. 451+58)
(Contract No. 4422)

All Required	Clearing and Grubbing (90%)	$	$ 1,350.00
550 cu.yds.	Drainage Excavation, Unclassified	1.50	825.00
4,800 cu.yds.	Special Borrow Excavation, Unclassified	0.25	1,200.00
73,200 cu.yds.	General Excavation, Unclassified	0.25	18,300.00
2,000 cu.yds.	Sawdust Excavation	0.50	1,000.00
287,000 yd.sta.	Short Overhaul	0.0075	2,152.50
23,800 C-yd.st.	Long Overhaul	0.40	9,520.00
4,800 yd.mi.	Truck Haul	0.12	576.00
3.03 miles	Finishing Roadbed and Slopes	250.00	757.50
1,300 lin.ft.	Rounding Cutbanks	0.10	130.00
290 lin.ft.	60 Inch Corrugated Metal Pipe	24.00	6,960.00
52 lin.ft.	66 Inch Corrugated Metal Pipe	25.00	1,300.00
110 lin.ft.	65 Inch Arch Type Corrugated Metal Pipe	24.00	2,640.00
180 lin.ft.	6 Inch Metal Drain Pipe	1.00	180.00
900 lin.ft.	12 Inch Concrete Pipe	1.95	1,755.00
500 lin.ft.	18 Inch Concrete Pipe	2.90	1,450.00
90 lin.ft.	48 Inch Concrete Pipe	10.55	949.50
20 cu.yd.	Class "A" Concrete	40.00	800.00
320 lbs.	Metal Reinforcement	0.11	35.20
1,100 lin.ft.	Metal Guard Rail	2.31	2,541.00
200 only	Metal Sight Posts	1.50	300.00
630 rods	Type 1 Fence	4.71	2,967.30
3 only	14'x50" Metal Gate	33.50	100.50
40,600 cu.yds.	Selected Roadbed Topping	0.20	8,120.00
118,300 yd.mi.	Hauling Roadbed Topping	0.12	14,196.00
18,000 cu.yds.	Coarse Material in Base	1.87	33,660.00
4,400 cu.yds.	3/4"-0 Material in Base	1.87	8,228.00
1,370 M-gal.	Sprinkling	1.00	1,370.00
3.03 miles	Preparation of Base	300.00	909.00
384 cu.yds.	3/4"-0 Material in Binder Course	3.50	1,344.00
64 tons	RC-3 Asphalt	45.00	2,880.00
	Subtotal		$128,496.50
	10% Engr. & Cont.		12,849.65
	Total		$141,346.15

Length of Roadway 3.026 Miles
Cost of Roadway Per Mile $46,710.55

Inside City Limits of Gresham

Type Code 3210
Roadway (Sta. 355+92 to Sta. 371+42) (Contract No. 4422)

All Required	Clearing and Grubbing (10%)	$	$ 150.00
30 cu.yds.	Drainage Excavation, Unclassified	1.50	45.00
4,800 cu.yds.	Special Borrow Excavation, Unclassified	0.25	1,200.00
2,300 cu.yds.	General Excavation, Unclassified	0.25	575.00
4,800 yd.mi.	Truck Haul	0.12	576.00
0.29 mile	Finishing Roadbed and Slopes	250.00	72.50
70 lin.ft.	65 Inch Arch Type Corrugated Metal Pipe	24.00	1,680.00
100 lin.ft.	12 Inch Concrete Pipe	1.95	195.00
70 lin.ft.	24 Inch Concrete Pipe	3.85	269.50
3,900 cu.yds.	Selected Roadbed Topping	0.20	780.00
11,700 yd.mi.	Hauling Roadbed Topping	0.12	1,404.00
1,600 cu.yds.	Coarse Material in Base	1.87	2,992.00
400 cu.yds.	3/4"-0 Material in Base	1.87	748.00
130 M-gal.	Sprinkling	1.00	130.00
0.29 mile	Preparation of Base	300.00	87.00
36 cu.yds.	3/4"-0 Material in Binder Course	3.50	126.00
6 tons	RC-3 Asphalt	45.00	270.00
	Subtotal		$ 11,300.00
	10% Engr. & Cont.		1,130.00
	Total		$ 12,430.00

Length of Roadway 0.293 Mile
Cost of Roadway Per Mile $42,423.20

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Outside City Limits				
Roadway	$141,346.15	$ 87,505.00	$ 26,920.57	$ 26,920.58
Inside City Limits				
Roadway	12,430.00	7,695.00	2,367.50	2,367.50
	$153,776.15	$95,200.00	$ 29,288.07	$ 29,288.08

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary Funds have been deposited by Multnomah County with the Highway Department.

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NO[illegible]D
W. C. WILLIAMS

May 10, 1957

FINAL COST ANALYSIS

Contract No. ~~4422~~
S. E. Stark St.-Powell Valley Rd.
East Burnside Road, Multnomah County
S-166 (1)
4422

Clearing, Grading and Surfacing
Allum Bros, Contractor
E. Hunter, Resident Engineer

Project No. S-166 (1)
Prefix: 526-1053

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clear and Grub	100%	All	$1,500.00	$2,637.42	$ 2,637.42	$ 1,500.00
2. Drainage Excav., Unclassified	833.3	Cu. Yds.	1.50	1.73	1,443.80	1,249.95
3. Spec. Borrow Excav., Unclassified	10,609	Cu. Yds.	.25	.288	3,063.58	2,652.25
4. Gen. Excav., Unclass.	77,680.4	Cu. Yds.	.25	.255	19,776.61	19,420.16
5. Sawdust Excavation	1,106	Cu. Yds.	.50	.58	638.76	553.00
6. Short Overhaul	224,483.2	Yd. Sta.	.0075	.0086	1,944.73	1,683.62
7. Long Overhaul	19,628	C-yd. Sta.	.40	.46	9,067.76	7,851.20
8. Truck Haul	19,636.5	Yd. Mile	.12	.14	2,763.41	2,392.38
9. Finish R/B & Slopes	3.32	Mile	250.00	288.77	958.72	830.00
11. 60" Corr. Metal Pipe	374	Lin. Ft.	24.00	27.53	10,297.80	8,976.00
13. 65" Arch Type CMP	250	Lin. Ft.	24.00	27.53	6,883.41	6,000.00
14. 6" Metal Drain Pipe, Coated	325	Lin. Ft.	1.00	1.15	372.86	325.00
15. 12" Conc. Pipe	1,446	Lin. Ft.	1.95	2.24	3,234.85	2,819.70
16. 18" Conc. Pipe	556	Lin. Ft.	2.90	3.33	1,849.80	1,612.40
17. 24" Conc. Pipe	65	Lin. Ft.	3.85	4.42	287.09	250.25
18. 48" Conc. Pipe	78	Lin. Ft.	10.55	12.10	944.05	822.90
19. Class "A" Conc.	18.41	Cu. Yd.	40.00	45.89	844.83	736.40
20. Metal Reinforce.	265	Lb.	.11	.126	33.44	29.15
21. Metal Guard Rail	1,003	Lin. Ft.	2.31	2.52	2,532.84	2,316.93
22. Metal Sight Posts	96	Each	1.50	1.72	165.21	144.00
23. Type "1" Fence	559.04	Rods	4.71	4.59 /	2,567.95	2,633.08
24. 14'x50' Metal Gates	1	Each	33.50	38.43	192.16	167.50
*25. Selected R/B Topping	47,326	Cu. Yds.	.20	.23	10,858.81	9,465.20
*26. Hauling R/B Topping	108,238.5	Yd. Mile	.12	.14	14,901.00	12,988.62

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*27. Coarse Cr. Mat'l in Base	23,741	Cu. Yd.	$ 1.87	$ 2.07	$ 49,069.52	$ 44,395.67
*29. Sprinkling	1,675.2	M/gal.	1.00	1.42	2,376.31	1,675.20
*30. Prep. of Base	3.32	Mile	300.00	315.57	1,047.72	996.00
*32. RC-3 Asphalt	54.01	Tons	45.00	42.07	2,272.59	2,430.45
PA #1 Furn & Place 1" Metal Water Pipe	90	Lin. Ft.	.50	.53	47.34	45.00
PA #1 2" Metal Water Pipe	200	Lin. Ft.	1.00	1.05	210.39	200.00
PA #1 3" " " "	90	Lin. Ft.	2.50	2.63	236.69	225.00
PA #2 Spec. 5 Wire Stock Fence	64.5	Rod	6.20	6.11	394.30	399.90
*PA #3 3/4"-0 Mat'l in Base	3,745	Cu. Yd.	1.82	1.91	7,169.85	6,815.90
*PA #3 3/4"-0 Mat'l in Binder Course	358	Cu. Yd.	3.45	3.63	1,299.24	1,235.10
PA #4 ½" Galv. Water Pipe	250	Lin. Ft.	.75	.79	197.24	187.50
PA #5 Cement Adj., Favor of State	1.15	Bbl.	4.00			- 4.60
Force Account					6,736.00	7,961.88
					$169,317.98	$153,982.63

Gross Revenue	$153,982.63
Total Cost	169,317.98
Net Loss	$ 15,335.35

Net Loss Equals 9.96% Gross Revenue

Contract No. 4422

DETAIL OF COST

Labor:

Labor	$ 46,862.82	
Labor Insurance	3,912.16	
		$ 50,774.98

Equipment Rental and Misc. Expense:

Equipment Rental	$ 42,295.40	
Gas, Oil, and Grease	7,334.17	
Bond	838.78	
P.L. and P.D.	585.78	
Misc. Supplies and Small Tools	3,079.65	
Shop Rent	775.00	
Office and Overhead	3,079.65	
		$ 57,988.43

Materials:	Quantity	Unit	Unit Price		
60" Corr. Metal Pipe	374	Lin. Ft.	$17.87	$ 6,683.38	
65" Arch Type CMP	250	Lin. Ft.	17.20	4,300.00	
6" Metal Drain Pipe	325	Lin. Ft.	.64	206.00	
12" Conc. Pipe	1,446	Lin. Ft.	.91	1,315.86	
18" Conc. Pipe	556	Lin. Ft.	1.87	1,039.72	
24" Conc. Pipe	65	Lin. Ft.	2.65	172.25	
48" Conc. Pipe	78	Lin. Ft.	7.39	576.42	
Class "A" Concrete	18.41	Cu. Yds.	12.50	230.13	
Metal Reinforcement	265	Lbs.	.095	25.18	
Metal Guard Rail	1,003	Lin. Ft.	1.31	1,313.93	
Metal Sight Posts	96	Each	1.25	120.00	
Barbed Wire	32	Spools	7.50	240.00	
14'x50" Metal Gates	5	Each	21.50	107.50	
1" Metal Water Pipe	90	Lin. Ft.	.22	19.80	
2" Metal Water Pipe	200	Lin. Ft.	.58	116.00	
3" Metal Water Pipe	90	Lin. Ft.	1.01	90.90	
½" Galv. Water Pipe	250	Lin. Ft.	.13	32.50	
Line Fence Posts	621	Each	.81	503.01	
Gate and Corner Posts	41	Each	7.29	298.89	
					$ 17,391.47

Sub-Contract:

* Newport Construction Company	$ 43,163.10
	$169,317.98

Contract No. 4422

Remarks:

This project was a "Federal Aid Secondary Project" calling for construction of 3.32 miles of highway roadbed, involving approximately 75,500 cubic yards of roadbed excavation, 9.600 cubic yards of special borrow excavation, 2,000 cubic yards of sawdust excavation, placing of 44,500 cubic yards of pit run gravel materials, 24,400 cubic yards of crushed materials and involving approximately 70 tons of RC-3 asphalt in binder course and placing of 420 cubic yards of crushed aggregate.

The west end of the project is at Station 276+32, which station is at the end of the existing oil 0.27 miles east of the intersection of East Burnside Road with S. E. Stark Street. The east end of the project is at Station 451+58, which station is at the intersection with Powell Valley Road at a point about 0.3 mile east of the east corporate limits of Gresham.

Bid was awarded April 26, 1955, work began May 5, 1955, project was completed October 30, 1956, and final estimate #13 was February 18, 1957.

Progress was very slow; possibly the lack of supervision and experience in highway work was a contributing factor. Bid prices were low and there was considerable down time on equipment. Equipment rental was $42,295.40 and the $15,335.35 loss would indicate that the loss was in equipment rental. However, Newport Construction Company subcontracted part of Items 25, 26, 27, 29, 30, 32, and Price Agreement No. 3.

Equipment used on project was: two HD-21's with dozers, two D-8's with dozers and carryalls, two AC Model 200, one AC Model 360, one Model D tournapul, a 1½-yd. shovel, a 3/4-yd. backhoe and dragline, a grader, a roller, a water-wagon, a compressor, miscellaneous trucks, two pickups, and miscellaneous small tools.

The trucks were in poor condition and were down possibly 30% of the time.

Extremely wet weather during the 1955-56 winter and addition of considerable drainage, not originally anticipated, prolonged this contract.

M. N. Juve
Chief Cost Analyst

By

H. R. Sturgis

RECEIVED
MAR 2? 1957

OREGON STATE HIGHWAY DEPARTMENT
(date)
March 21, 1957

(CONTRACT NO.) [illegible]
4422

(EST. NO.)
13-Final

(CONTRACTOR)
Allum Brothers

(VOUCHER NO.)
5763

(WARRANT NO.)
H-176105

(AMOUNT)
$ 3,767.10

(DATE)
3/20/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Oct. 31, 1956

Completion Date: Oct. 31, 1956

Date Accepted: Nov. 8, 1956

Penalties: None of record

Claims: ~~[illegible]~~ There is on record a claim filed by Newport Construction Co. in the sum of $1,933.21.

Remarks:

Date: 3-21-57

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: MAR 21 1957

Ruth Rawlings

RECEIVED
FEB 27 1957
FOR FILING

[illegible]

[illegible]

February 26, 1957

CERTIFIED MAIL

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 4422 for work performed on the S. E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County was completed by the contractor, Allum Bros., on October 31, 1956 and was formally accepted by the Highway Commission on November 8, 1956.

Final payment in the amount of $3,767.10 will be released to the contractor on or after March 8, 1957. The total contract amount is $153,982.63, of which amount $7,961.88 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

gl

Secretary

cc: Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD

RECEIVED
1957
FOR FILING
FORM E-30X—50M—11-55—90229

S-166 (1)

4422

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1957

SUBJECT: East Burnside Extension
Contract No. 4422

To: Mr. Robert L. May, Jr.
Acting Chief Counsel
Office

Herewith a copy of a letter from Mr. George H. McAllister, Attorney, representing Mr. Leonard G. Budasz in a matter having to do with the contractor on the subject named job having cut down eight fir trees on Mr. Budasz' property.

I believe that this matter has come to your attention earlier and it is sent to you for the purpose of keeping you up to date in the matter. Also, I am forwarding herewith the copy of the complaint which Mr. McAllister furnished us. I am attaching hereto a sketch map which we received after the original report was made in October to Mr. Cooper.

I do not believe that any action is indicated on our part at this time.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
FEB 11 1957
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Portland, Oregon
February 9th, 1951

E. Burnside Extension
[illegible] Budass Claim

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Enclosed herewith is a letter from Mr. George McAllister to Mr. S. N. Mayhew, Right of Way Supervisor, regarding a suit filed in the Circuit Court of Multnomah County for Mr. Budass against Allum Brothers, contractor on the Burnside Extension Project, contract No. 4432. Also enclosed is a copy of the complaint filed in the circuit court. This letter and complaint is submitted for your information and further action if required.

On October 9, 1950 a letter from Mr. George McAllister was submitted to your office concerning a claim by Mr. Budass to Allum Bros. in connection with the cutting of trees on the Budass property. Other pertinent letters and reports were also forwarded on October 9th.

On October 11, 1950 a sketch map of the Budass property was submitted to your office.

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Edgar S. Hancer

[illegible] BURNS

[illegible] H McALLISTER
[illegible]ERT L. BURNS

[illegible]

Oregon State Highway Commission,
[illegible],
Portland, Oregon.

Attention: Mr. S. [illegible] Mayhew
Right of Way Supervisor.

Dear Mr. Mayhew:

Re: [illegible] Street Cut-off East of
[illegible], Oregon.

You will remember when Allum Bros. were cutting the right of way through the Burnside Street, they cut some trees down on property owned by [illegible]. I have contacted your office, and I believe your engineer made a check on it. I have written Allum Bros. at Eugene several times, but never have received any response from them. My first letter to Allum Bros. was written on April 11, [illegible], and asked them if they would make a check on it and contact you and have you contact me or Mr. [illegible] directly and see if they could satisfy Mr. [illegible]. Then I wrote them again on August [illegible], and asked them again to see if they could check on it and again, I had no reply.

Mr. [illegible] insists they were off the right of way when they cut the trees and that he should have been reimbursed.

I assume they had a bond on this job, but so far I haven't heard from any company. Ordinarily, Allum Bros. would have turned my letter over to the bonding company, but evidently they didn't follow this procedure.

Anyway, I filed a suit in the Circuit Court of Multnomah County for Mr. [illegible] against Allum Bros. and I am enclosing a copy of the complaint for your file so you will be informed of what the situation is. I imagine the bond was filed with the State Highway Department. It is my understanding that the Multnomah County Road Department and the State Highway Department were both interested in the project, but it was under the control of the State Highway Department.

I don't particularly expect you to do anything with the complaint, but I thought you might want to be informed as to what the situation is, that is, both you and the County Road Department, since you are both interested in the subject.

Again, thank you very kindly for your consideration.

Yours truly,

McALLISTER & BURNS

By George H. McAllister

[illegible],
Enclosure.
cc: Multnomah County Road Department,
2115 S. E. Morrison,
Portland, Oregon.
Attention: Mr. Paul C. Northrop.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

[illegible]35

LEONARD G. BUDASZ,
Plaintiff,
v.
WILLIAM ALLUM and JOHN
ALLUM, d/b/a Allum Bros.,
Contractors,
Defendants.

3op1

No.

COMPLAINT

COMES NOW the plaintiff and for cause of action, alleges as follows:

I

That the plaintiff at all times mentioned herein was and is the owner of real property located near Hogan Road and the intersection of the new Burnside Extension east of the City of Gresham within Multnomah County, Oregon.

II

That the Burnside Extension was built and constructed under the joint operations of the Multnomah County Road Department and the State Highway Department, with the actual construction of the road being done through contract by the defendants, William Allum and John Allum, d/b/a Allum Bros., Contractors.

III

That the said Burnside Extension goes through the plaintiff's property in a general southeasterly direction, crossing the plaintiff's property with a 100-foot right-of-way.

IV

That directly northwest and outside of the said right-of-way and on the plaintiff's property were eight (8) fir trees which were owned by the plaintiff. That during the clearing and construction of the right-of-way, the defendants in disregard of the property rights of the plaintiff entered upon the plaintiff's property without his consent or permission and cut down and destroyed eight (8) fir trees. That said fir trees were completely destroyed and rendered of no value whatsoever to the plaintiff by the defendants' actions. That the said trees were located on the following described property owned by the plaintiff:

> Lot Twenty-three (23), Block Two (2), BRISTOL
> Multnomah County, Oregon.

V

That by reason of said trespass and conduct on the part of the defendants, the value of plaintiff's land was, to wit: Six Hundred Dollars ($600.00) less, immediately after the aforesaid described entry by defendants than the same was immediately prior thereto, and by reason thereof plaintiff has been damaged in the sum of Six Hundred Dollars ($600.00).

That in doing the aforesaid things, as described above, defendants acted intentionally and wilfully, and by reason thereof plaintiff demands treble damages.

WHEREFORE, plaintiff prays for a judgment against the defendants, and each of them, for the sum of Eighteen Hundred Dollars ($1800.00), together with plaintiff's costs and disbursements incurred herein.

GEORGE H. McALLISTER
Attorney for Plaintiff

STATE OF OREGON,
County of Multnomah. } ss.

I, LEONARD O. BUDASZ being first duly sworn, say that I am the Plaintiff in the within entitled action and that the foregoing Complaint is true as I verily believe

LEONARD O. BUDASZ

NOTARIAL SEAL

Subscribed and sworn to before me this day of January, 19 57.

Notary Public for Oregon.

My Commission expires

STATE OF OREGON,
County of Multnomah. } ss.

I hereby certify that I have prepared the foregoing copy of Complaint and have carefully compared the same with the original thereof; and that it is a correct copy therefrom and of the whole thereof.

That the said in my opinion is well founded in law.

Dated January, 19 57.

Attorney for Plaintiff.

STATE OF OREGON,
County of } ss.

Due service of the within is hereby accepted in County, this day of , 19 , by receiving a copy thereof, duly certified to as such by of Attorneys for

Attorney for

No.

In the CIRCUIT Court
OF THE
STATE OF OREGON
FOR Multnomah COUNTY

LEONARD O. [illegible],
Plaintiff

vs.

[illegible] and [illegible], d/b/a Allen Bros., Contractors,
Defendants.

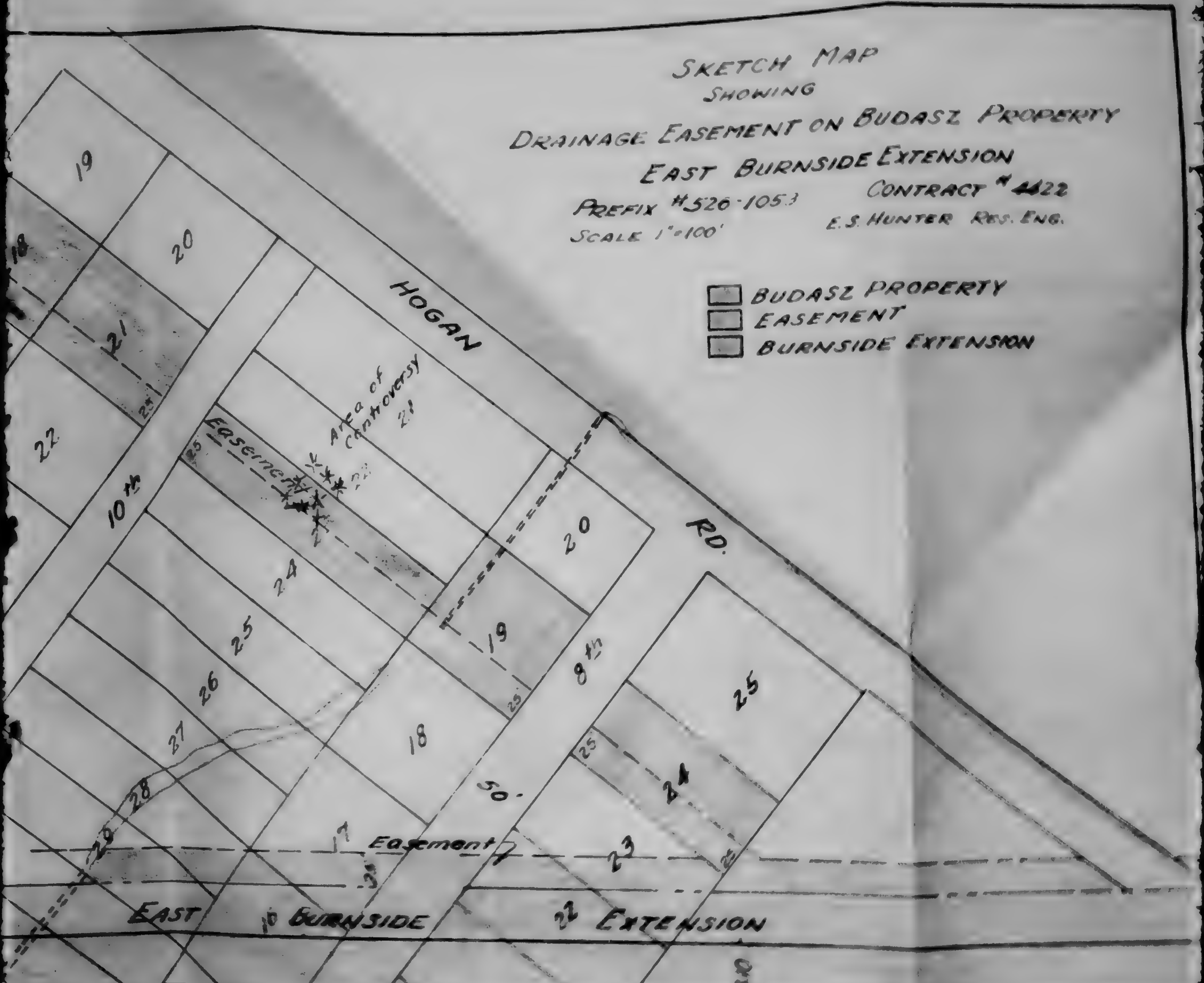
COMPLAINT

[illegible],
Attorneys at Law,
50 N. E. First Street,
Gresham, Oregon.
Phone: [illegible]

Attorneys for Plaintiff.

I hereby certify that I served the foregoing on , attorney for the , on the day of , 19 , by mailing to him a true and correct copy thereof, certified by me as such.

I further certify that said copy was placed in a sealed envelope addressed to



SKETCH MAP
SHOWING
DRAINAGE EASEMENT ON BUDASZ PROPERTY
EAST BURNSIDE EXTENSION

PREFIX #526-1053
SCALE 1"=100'

CONTRACT # 4422
E.S. HUNTER RES. ENG.

▨ BUDASZ PROPERTY
▨ EASEMENT
▨ BURNSIDE EXTENSION

HOGAN RD.
10th
8th
N.E.
50'
EAST BURNSIDE EXTENSION
Easement
Easement
Area of Controversy
19
20
21
22
23
24
25
26
27
28
18
17
16
15
14
20
19
18
25
24
23
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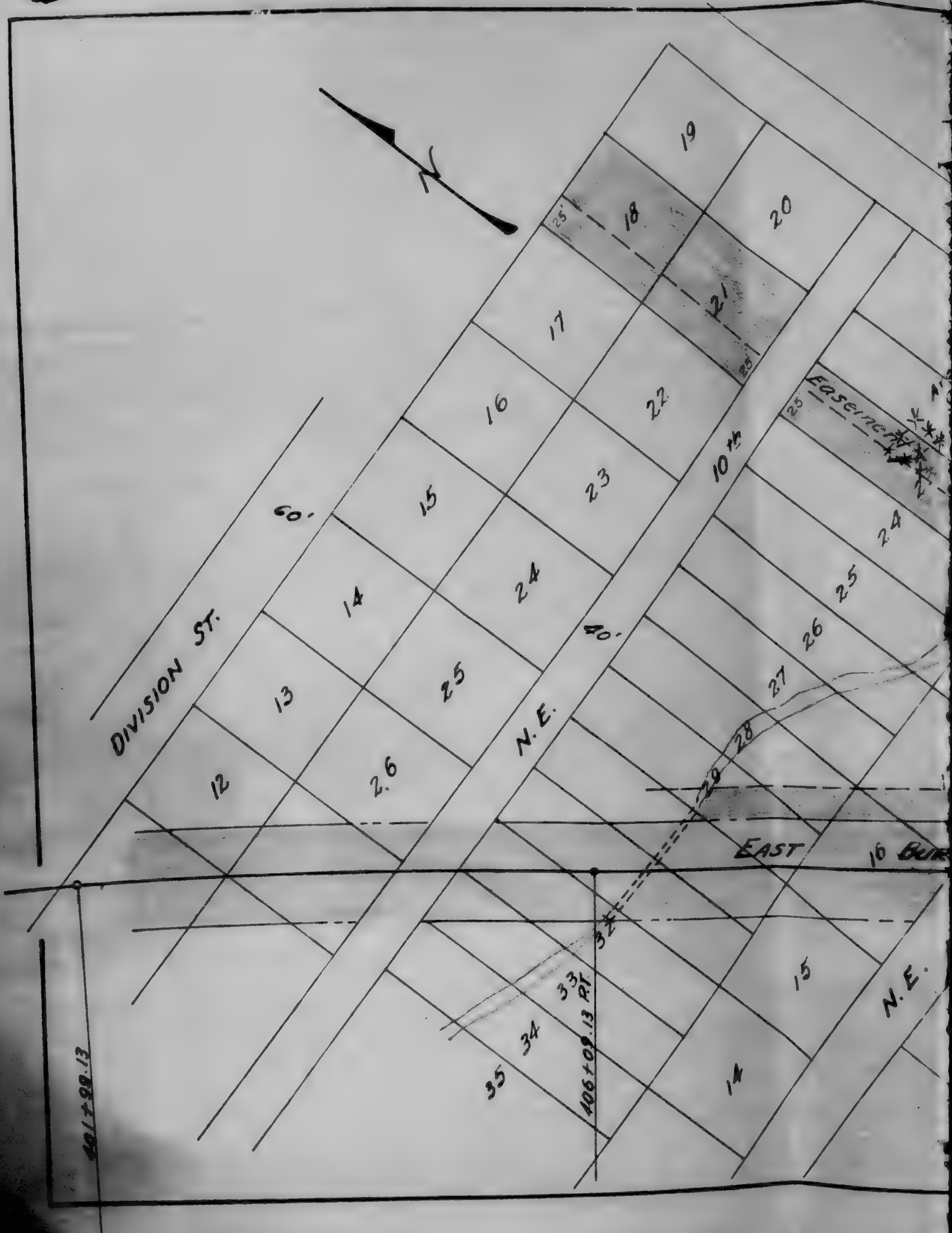
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DIVISION ST.
60'
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25'
18
19
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21
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22
23
24
25
26
10th
40'
N.E.
Easement
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24
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EAST
16 Bur
32
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34
35
406+09.13 Rt.
401+99.13
14
15
N.E.

RECEIVED
FEB 11 1957
FOR FILING
S-15611
4422

Lewis

February 4, 1957

Newport Construction Co.
7031 N. E. Halsey Street
Portland 13, Oregon

Attention: Mr. E. L. Nortell
Assistant Secretary

Gentlemen:

This is in reply to your letter of February 1, advising that you have a claim against Allun Bros.,in the amount of $1,933.21, pertaining to Contract No. 4422 for grading and surfacing the S. E. Stark Street-Powell Valley Road Section of the East Burnside Road in Multnomah County.

This contract was completed October 31, 1956 and was accepted by the Highway Commission on November 8, 1956. Final payment, however, has not yet been made.

The St. Paul-Mercury Indemnity Company, through Tromp & McKinley Agency, 43 West Broadway, Eugene, furnished the Performance Bond with this contract. If you wish to protect your claim against the bond for a period longer than six months following completion of the contract and acceptance by the Highway Commission, you should file the claim with the Secretary of State. For your convenience in preparing such filing we have attached excerpts from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be entered in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD
gl

KEnwood 7559
KEnwood 7550

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
7031 N. E. HALSEY STREET • PORTLAND 13, OREGON

H. R. NEWPORT
PRESIDENT-TREASURER

M. R. NEWPORT
VICE-PRESIDENT

February 1, 1957

Oregon State Highway Commission
Salem,
Oregon

Attention: H. B. Glaisyer
Secretary

Gentlemen:

Please be advised that we wish to file a claim in the amount of $1,933.21 against Allum Bros. contract No. 4422, for work performed by us as subcontractors on the East Burnside contract.

Invoices for these charges have been submitted to Allum Bros. If you require further detail, please inform us.

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

E. L. Nortell, Assistant Secretary

ELN:es

REFERRED TO
[illegible]
BY SECRETARY

RECEIVED
FEB 4 1957
OREGON
STATE HIGHWAY COMMISSION

[illegible]

g

RECEIVED
FEB 11 1957
FOR FILING

S-166(1)

44

Lewis ↗

February 4, 1957

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

A letter has been received from Newport Construction Co., 7031 N. E. Halsey Street, Portland 13, stating that they have a claim against Allum Bros., in the amount of $1,933.21, for work performed by Newport Construction Co. as subcontractors on Contract No. 4422, awarded to Allum Bros. for work on the S. E. Stark Street-Powell Valley Road Section of the East Burnside Road in Multnomah County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

WAO:fp

CC:
Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

Allum Bros.
3rd & Garfield Streets
Eugene, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD

RECEIVED
FEB 11 1957
FOR FILING

Lewis

February 4, 1957

St. Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 4, California

Gentlemen:

A letter has been received from Newport Construction Co., 7031 N. E. Halsey Street, Portland 13, stating that they have a claim against Allum Bros., in the amount of $1,933.21, for work performed by Newport Construction Co. as subcontractors on Contract No. 4422, awarded to Allum Bros. for work on the S. E. Stark Street-Powell Valley Road Section of the East Burnside Road in Multnomah County.

This information is provided as your Company appears [illegible] Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]inley Agency
[illegible] Broadway
[illegible] Oregon

[illegible]ield Streets
[illegible]egon

[illegible]
[illegible] Williams
[illegible]

NOTED ON CARD

KEnwood 7555
KEnwood 7550

NEWPORT CONSTRUCTION CO.
INCORPORATED 1904
GENERAL CONTRACTORS
7031 N. E. HALSEY STREET • PORTLAND 13, OREGON

M. R. NEWPORT
VICE-PRESIDENT

January 21, 1957

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. G. Glaisyer, Secretary

Gentlemen:

We have invoiced Allum Bros. for extra work we performed as subcontractor on their contract No. 4422, East Burnside Road. The work was performed at intervals from May, 1956 through August.

As they have not acknowledged our invoices, statements or letters, we would appreciate advise from you when final payment is to be made on this contract.

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

E. L. Nortell

E. L. Nortell
Assistant Secretary

ELN:tp

REFERRED TO
[illegible]
BY SECRETARY
prepare reply

RECEIVED
JAN 22 1957
OREGON
STATE HIGHWAY COMMISSION

H. R. NEWPORT
PRESIDENT-TREASURER

M. R. NEWPORT
VICE-PRESIDENT

NEWPORT CONSTRUCTION CO.

INCORPORATED 1904

GENERAL CONTRACTORS

7031 N. E. HALSEY STREET • PORTLAND 13, OREGON

KENWOOD 7559
KENWOOD 7550

January 21, 1957

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. H. G. Glaisyer, Secretary

Gentlemen:

We have invoiced Allum Bros. for extra work we performed as subcontractor on their contract No. 4422, East Burnside Road. The work was performed at intervals from May, 1956 through August.

As they have not acknowledged our invoices, statements or letters, we would appreciate advise from you when final payment is to be made on this contract.

Very truly yours,

NEWPORT CONSTRUCTION COMPANY

E. L. Nortell

E. L. Nortell
Assistant Secretary

ELN:tp

RECEIVED
JAN 22 1957
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

M. C. Williams

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
NOV 29 1956
FOR FILING

S-[illegible]

4422

November 28, 1956

Allum Bros.
3rd & Garfield Sts.
Eugene, Oregon

Gentlemen:

The State Highway Commission at its meeting held on November 8 had under discussion your request for an extension of time from September 30, 1956 to October 31, 1956 within which to complete your contract No. 4422, for grading and surfacing on the S.E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. C. Skelton,
Division Engineer

E. S. Hunter,
Resident Engineer

Tom Edwards,
Construction Engineer

x W. C. Williams

RECEIVED
NOV 26 1956
FOR FILING

3 164 (1)

44[illegible]

November 23, 1956

Saint Paul-Mercury Indemnity Co.
Northwest Branch Office
Mills Building
San Francisco 6, California

Gentlemen:

It is the intention of the State Highway Commission to release to Allum Brothers a portion of the funds heretofore retained by the Commission on contract No. 4422, covering grading and surfacing on the S. E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County.

This payment in the amount of $14,796.41 reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $4,645.84. The present payment will be released on or after December 3, 1956.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By__________________________
Floyd Query, Assistant Secretary

rn

cc - Saint Paul-Mercury Indemnity Company
Tromp & McKinley Agency
43 West Broadway
Eugene, Oregon

NOTED ON CARD
11-23-56

x W. C. Williams

RECEIVED
NOV 8 1956
FOR FILING

S-166 (1)

4422

November 5, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 31, 1956, on Contract No. 4422, S. E. Stark St.-Powell Valley Road Section, in Multnomah County, in connection with Federal Aid Project No. S-166(1).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lrr

CC: County & City Relations

x W. C. Williams

Form E-1—[illegible]—1-56

ON STATE HIGHWAY DEPART

S-166 (1)

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 3, 1956, 19

Section S.E.Stark St. - Powell Valley Road

Kind of work Grading and Paving

Highway East Burnside Extension

Section prefix 526-1053

Contractor Allum Bros.

Contract number 4422

Date of contract April 26, 19 55

Date of completion September 30, 19 55

Date work started May 5, 19 55

Estimated date of completion October 31, 19 56

Project authorization $ 170,650.63

Exclusive of Engineering $ 152,450.63

Per cent of time elapsed 337 %

Estimated cost of completed project, exclusive of engineering $ 157,765.19

Estimated per cent overrun or underrun 3.8 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 18,200.00

Engineering cost to date $ 19,400.00, 106.5 %

Date project was completed October 31, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed with the painting of the guard rail this past week. The 2nd and 3rd notices have been sent in.

This will be the last weekly report.

NOTED
FORREST COOPER

NOTED
TOM EDWARDS

RECEIVED
NOV 7 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed E S Hunter

Address P. O. Box 4699, Portland 2, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 98073

x W. C. [illegible]

RC-3

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.32	3.32		3.32	
Miles partially completed					
Miles completed	3.32	3.32		3.32	
Total estimated quantities (contract)	75,500	68,900		70	
Total quantities corrected to date	77,000	74,785		53	
Estimated quantities moved or placed to date	77,000	74,785		53	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Rain		
Tuesday	Showers		
Wednesday	"		
Thursday	Fair		
Friday	Cloudy		
Saturday			

RECEIVED
NOV 5 1956
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[illegible]

4422

November 2, 1956

Request for extension of time
No. 29
November 8 and 9 meeting

Oregon State Highway Commission

Gentlemen:

Herewith a request from Allum Brothers for an extension of time on the S. E. Stark Street-Powell Valley Road Section, East Burnside Road, Contract No. 4422, from September 30, 1955 to October 31, 1956.

Extremely wet weather during the 1955-56 winter and the addition of considerable drainage (not originally anticipated) prolonged this contract. The contractor attempted to complete the project in time, but for the reasons stated was not able to do so.

I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

EAP:of me

Enclosure

cc Mr. Tom Edwards

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OCT 17 1956
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S-166 (1)
4422

Salem, Oregon
October 15, 1956

Leonard Budass claim
East Burnside Extension
Contract No. 4422

Mr. C. W. Enfield
Chief Counsel

I hand you herewith a file which refers to a claim presented by Attorney George McAllister in behalf of a client, Leonard Budass, regarding property located on the Burnside Road Extension in Multnomah County.

According to our investigation, the State did not err in staking the right of way, and the fault was entirely that of the contractor. If any trees were cut off the right of way, it would appear to be the sole responsibility of Allum Brothers.

Will you please make whatever investigation you deem is necessary and take care of the matter with Attorney McAllister.

Forrest Cooper
Deputy State Highway Engineer

FC:me

Enclosure

Edgar S. Hunter
Resident Highway Engineer
Portland, Oregon

At its meeting of August 16, 1956, the Highway Commission approved an increase in project authorization of $13,000.00, on Contract 4422, S.E. Stark St.-Powell Valley Road Section in Multnomah County.

The present project authorization is $170,833.56. This amount should be used in all future reports for this project.

D. H. Probert
Office Engineer

DHP:ia

cc: A. G. Skelton

x W. C. Williams

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[illegible]
4422

July 31, 1956

Oregon State Highway Commission

Gentlemen:

Due to the necessity of placing an additional subbase reinforcement and also additional drainage structures, the project authorized on the S. E. Stark Street-Powell Valley Road, Contract No. 4422, will overrun approximately $13,000, or 8 per cent. This is a county road project of which the state pays 50 per cent of the cost.

This matter will be on the next agenda and it is respectfully requested that you authorize an additional authorization in the amount of $13,000 on Contract No. 4422.

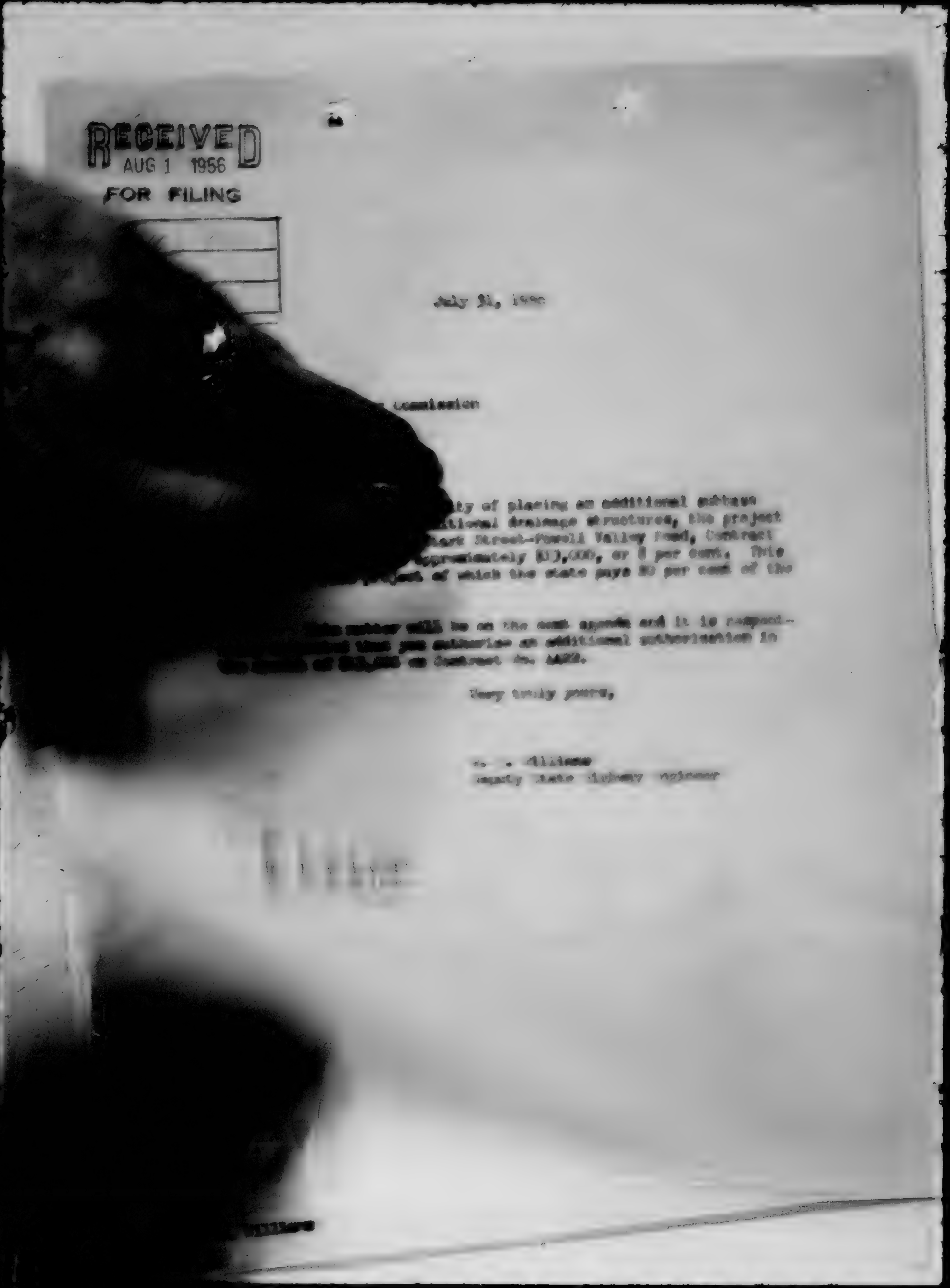
Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:fn

cc Mr. S. H. Probert
Mr. Forrest Cooper
Mr. C. H. Maison

x W. C. Williams



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AUG 1 1956
FOR FILING

July 31, 1956

[illegible] Commission

[illegible] ity of placing an additional subbase [illegible] additional drainage structures, the project [illegible] Mark Street–Powell Valley Road, Contract [illegible] approximately $13,000, or 8 per cent. This [illegible] project of which the state pays 50 per cent of the [illegible]

[illegible] This matter will be on the next agenda and it is respectfully [illegible] that you authorize an additional authorization in the amount of $13,000 on Contract No. [illegible]

Very truly yours,

[illegible] Williams
Deputy State Highway Engineer

[illegible] Williams

Form No. E-373—10M—7-55

EGON STATE HIGHWAY DEPARTMEN

44

Report on Expected Over-run of Project Authorization

Project Name [illegible] Date [illegible], 19[illegible]

Highway [illegible] Contract No. [illegible] - 4422

County Multnomah Kind of Work Grading & [illegible] Contractor [illegible]

Contract Amount $[illegible]

Expected over-runs and under-runs in contract items:

Major items, itemized:

Item No.		Quantity	Unit Price	Amount
6	[illegible]	10,400	$ 0.12	$1248.00
11	60" C.M.P.	[illegible]	[illegible]	2016.00
13	60" [illegible] C.M.P.	72	[illegible]	1728.00
				4992.00

Minor items, unitemized algebraic total - [illegible]

Subtotal $[illegible]

Approved work orders (Price, extra work and state force orders) $[illegible]

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal $

Authorization for engineering $[illegible]

Expected over-run ~~or under-run~~ of engineering authorization $[illegible]

Costs not included above (explain) P.A. #3 [illegible] - $[illegible]

Allowance for future contingencies ([illegible] % of work remaining) $[illegible]

Credits to come from transfers and deductions $

Present estimate of project cost $[illegible]

Brief Statement of principal causes of over-run:

See attached letter

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$[illegible]
Present estimate of project cost	$[illegible]
Expected over-run (Amount)	$[illegible]
Expected over-run (per cent)	[illegible]

Space to right of this line is for use of Salem office.

Submitted by: [illegible] Resident Engineer

Noted by: L. N. [illegible] Construction or Bridge Engineer

Confirmed by: [illegible] Division Engineer

Noted by: [illegible] Deputy or Assistant State Highway Engineer

State Printing 86719

W. C. Williams

Form No. E-373—10M—7-55

EGON STATE HIGHWAY DEPARTMEN

5-116(1)
44

Report on Expected Over-run of Project Authorization

Project Name [illegible] Date July 10, 1956

Highway [illegible] Contract No. [illegible] - 4422

County [illegible] Kind of Work Grading & [illegible] Contractor [illegible]

Contract Amount $[illegible]

Expected over-runs and under-runs in contract items:

Major items, itemized:

Item No.		Quantity	Unit Price	Amount
8	[illegible]	10,400	$ 0.12	$[illegible].00
11	60" C.M.P.	[illegible]	[illegible].00	2016.00
13	[illegible]	72	[illegible].00	17[illegible].00
				4992.00

Minor items, unitemized algebraic total - [illegible].91

Subtotal $[illegible].00

Approved work orders (Price, extra work and state force orders) $[illegible].60

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

Minor items, unitemized algebraic total

Subtotal $

Authorization for engineering $[illegible]

Expected over-run ~~or under-run~~ of engineering authorization $[illegible]

Costs not included above (explain) P.A. #3 [illegible] — $ 201.00

Allowance for future contingencies ([illegible] % of work remaining) $[illegible]

Credits to come from transfers and deductions $

Present estimate of project cost $[illegible]

Brief Statement of principal causes of over-run:

See attached letter

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$[illegible]
Present estimate of project cost	$[illegible]
Expected over-run (Amount)	$[illegible]
Expected over-run (per cent)	[illegible]

Space to right of this line is for use of Salem office.

Resident Engineer

Division Engineer

Noted by: L. W. J. Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

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FORM E-30X 37½ 3-54 73730

4422

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1955

SUBJECT: S.E. Stark St.-Powell Valley Rd.
East Burnside Road
Contract No. 4422

To:

Mr. A. O. Skelton
Division Engineer

Reference is made to Laboratory Report 378005, dated October 13, 1955, which shows only 7.7% of crushed material where 45% is required by the Special Provisions.

The Special Provisions state that material as small as 1½"-0 can be produced for bottom course base.

Please have the resident engineer adjust the plant or pit operations so that an acceptable base course material of required maximum size, and percent of fracture will be consistently produced.

Also, please instruct the resident engineer to mark samples representative of the base course materials produced after corrective action is taken.

L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: W. C. Williams
Ray Webber

x W. C. Williams

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OCT 6 1955
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1955

SUBJECT: S. E. Stark St.-Powell Valley Rd.
East Burnside Road
Contract No. 4422

To:
Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699, Sellwood Station
Portland, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to Laboratory Reports 377137 and 377138, dated October 4, 1955. These reports show that the stockpile material has a deficiency in the percentage of fractured faces as required on page 149 of the Special Provisions. Report 377137 also shows an excess of 10% in Plasticity Index.

While there appears to be an increase in the amount of fractured material, it is still below the 45% required, and the P.I. is excessive.

Would you please call this to the attention of the resident engineer so that he can place closer inspection on this phase of the project.

Very truly yours,

L. H. Young

L. H. Young
Ass't. Construction Engineer

LHY:WCH:of

cc to: W. C. Williams ✓
Ray Webber

x W. C. Williams

Form [illegible]

S-166(1)

C ON STATE HIGHWAY DEPARTM
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Project	S. E. Stark St.-Powell Valley Road	Prefix No.	526-1053
Highway	E. Burnside Road	County	Multnomah
Contractor	Allum Bros. Contract No. 4422	F. A. Project No.	S 166(1)
Submitted by	John Smithson	Date reported	Oct. 4, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Vance Pit S.E. 190th St.

Sampled at Center of opened S. face of stockpile

To be used Base Surf.

Date received Oct. 3, 1955

Sampled by Larson

Quantity represented

TEST RESULTS

Laboratory No. 377137

Data Sheet No. A 42411

Type of material Cr. Gravel 2½-0

Screen opening: To ¼": Sq. ; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	5.6	5.6	
1¾	11.4	17.0	
1½	11.0	28.0	
1	7.1	35.1	
3/4	9.6	44.7	
1/2	9.6	54.3	
1/4	11.8	66.1	
10	19.7	85.8	
40	7.3	93.1	
Pass	6.9	6.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	31	%
Manufactured fines		%
% Crushed	32.6	

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. Insufficient crushed material

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
xConstruction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
xDivision Engineer Skelton
xResident Engineer Smithson
Dist. Maint. Supt.
Foreman
xGeology and Soils
xFiles
xW.C.Williams
xLarson

Engineer of Materials

State Printing 79625

x W. C. Will

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FORM E-30X 37½ 3-54 73730

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1955

SUBJECT: Base Course

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699 - Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

Reference is made to the S. E. Stark Street - Powell Valley Road Section of FAS 582, Contract No. 4422 in Multnomah County.

Your attention is directed to laboratory number 376607 and 375904 which represents crushed gravel for use in base construction for the above project. These reports indicate that the material being removed from the specified stockpile does not meet the specifications due to excessive PI. Our records indicate that in the designing of this project two samples of this rock were submitted as representative of the material in question. These are laboratory numbers 330385 and 386. Both of these reports indicated the material as having no PI. There is an indication in this case that the original sampling may not have represented the true condition of the material in the stockpile.

Will you please have this source checked to see if the PI specifications can be met by selective removal or some other method.

Very truly yours,

Ray Webber
Assistant Construction Engineer

RW:dt

cc- Mr. W. C. Williams✓
Mr. H. G. Smith
Mr. John Smithson, Res. Engr.
Mr. J. A. Larson, ~~Res.~~ Soils Engr.

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OCT 4 1955
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Form [illegible]-61—20M—10-54

[illegible]GON STATE HIGHWAY DEPARTM[illegible]
Materials Division

LABORATORY REPORT

Project	S.E. Stark St.-Powell Valley Road		Prefix No.	526-1053
Highway	E. Burnside Road		County	Multnomah
Contractor	Allum Bros.	Contract No. ~~444~~ 4422	F. A. Project No.	S-166(1)
Submitted by	John Smithson		Date reported	Sept. 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Vance Pit on SE 190th

Sampled at Stockpile

Date received ~~Sept~~ Sept. 27, 1955

Quantity represented

To be used Base Surf.

Sampled by J. A. Larson

TEST RESULTS

Laboratory No. 376607

Data Sheet No. -42405

Type of material Cr. Gravel 2½-0

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
3	0	0	
2½	2.5	2.5	
2	7.9	10.4	
1½	16.3	26.7	
1¼	11.6	38.3	
1	9.2	47.5	
3/4	7.7	55.2	
½	8.0	63.2	
¼	9.4	72.6	
10	14.5	87.1	
40	5.2	92.3	
Pass	7.7	7.7	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler	23.6	
Specific gravity (Le Chatelier)	2.75	
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	7	%
Manufactured fines		%
Liquid limit: Natural fines	32	%
Manufactured fines		%
% Crushed 16.3%		

NOTED
W. C. WILLIAMS

RECOMMENDATIONS

Material as represented by this sample is not suitable for use.

Excess P.I. Slight deficiency of material passing ¼".
Insufficient crushed material.
(This contract calls for 45% crushed)
Preliminary check pripr to using.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Skelton
X Resident Engineer Smithson
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X Larson

Engineer of Materials

State Printing 79625

Form E-01—30M—10-54

O[illegible]GON STATE HIGHWAY DEPARTM[illegible]T
Materials Division

NOTED
W. C. WILLIAMS

LABORATORY REPORT

Project S. E. Stark St.-Powell Valley Road
Highway E. Burnside Road
Contractor Allum Bros.
Submitted by John L. Smithson

Contract No. 4422

Prefix No. 526-1053
County Multnomah
F. A. Project No. 166(1)
Date reported Sept. 23. 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Vance Pit, Sw. S. E. 190th Avenue.
Sampled at Stockpile
Date received Sept. 22. 1955
Quantity represented
To be used Base Surfacing
Sampled by Cliff Lehman

TEST RESULTS

Type of material Cr. Gravel
Screen opening: To ¼": Sq. ; ¼" and below: Square:

Laboratory No. 375904
Data Sheet No. A 52053

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2½	0	0	
2	8.6	8.6	
1¾	10.8	19.4	
1½	12.3	31.7	
1	8.6	40.3	
3/4	10.3	50.6	
1/2	8.3	58.9	
1/4	10.3	69.2	
10	15.7	84.9	
40	6.8	91.7	
Pass	8.3	8.3	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines %
Plasticity index: Natural fines 8 %
Manufactured fines %
Liquid limit: Natural fines 34 %
Manufactured fines
% Crushed 32.5 %

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess PI. Insufficient crushed material.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
x Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Skelton
x Resident Engineer Smithson
x Dist. Maint. Supt.
Foreman
Geology and Soils
x Files
x
x Larson
x W. C. Williams

Engineer of Materials

State Printing 79636

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S-166 (1)
4422

May 27, 1955

Allum Bros.
3rd & Garfield Sts.
Eugene, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4422 which was awarded to you April 26, 1955, by the State Highway Commission, covering grading and surfacing on the S. E. Stark St.-Powell Valley Road Section of the East Burnside Road in Multnomah County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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S-166(1)
4422

May 6, 1955

Mr. C. C. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 5, 1955 on Contract No. 4422, S. E. Stark St.-Powell Valley Road Section in Multnomah County, in connection with Federal Aid Project No. S-166(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DCP:ch

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NOTED
J Mc C.

April 26, 1955

Allen Brothers
Box 253
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your proposal for 3.32 miles of grading and surfacing of S. E. Stark Street-Powell Valley Road Section of the East Burnside Road, Multnomah County, for the sum of $139,796.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4422.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

[illegible]

Valley [illegible]
award of a contract [illegible]

John [illegible]
Engineer, [illegible]

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1955
2:45 p.m.

Allup Brothers
Third & Garfield Streets
Eugene, Oregon

Contract for S. E. Stark Street-Powell Valley Road Section of East Burnside Road, Multnomah County, for which you submitted low bid on April 13 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
C. W. Head
Files

JFH:mm

cc: S. H. Probert

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APR 27 1955
FOR FILE

S-166(1)
4422

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

NOTED
W. C. WILLIAMS

L

We have received this date Multnomah County's advance deposit of $31,500 in connection with the Stark Street-Powell Valley Road section of FAS 582. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

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S-166(1)
4422

S-166(1)

file

Salem, Oregon
April 22, 1955

Maint, 226
Finance 84

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Multnomah County covering the S. E. Stark Street-Powell Valley Road Section of FAS 582.

One fully executed copy of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the Board of County Commissioners, Multnomah County.

Secretary

rn
Attach: 5

FORM E-90 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

L

Glaisyer.

Attached are three copies each of a finance agreement covering the S. E. Stark Street-Powell Valley Road Section of FAS 582 in Multnomah County. Two copies of this agreement have been signed by the county and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on February 24, 1954. In order to permit the use of available FAS funds as required for this project the limiting funds shown on pages 4, 5, and 6 of the finance agreement represent the unexpended balance of 1954-1955 FAS funds plus 1956 funds available to Multnomah County; however, the project is estimated to cost only $220,000. Funds available to Multnomah County for county FAS projects not yet contracted will be reduced by any amount the costs for this project exceed the original programmed amount.

John W. Cattrall
Engineer, County and City Relations

By John F. Hagemann

John F. Hagemann
Assistant Engineer

AUTHORIZED BY HIGHWAY COMMISSION
DATE 2-24-54 Minute Page 28 (1954 FAS funds $192,000
Secretary

JFH:mm
Att.

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S-166 (1)
4422

S-166(1)

April 22, 1955

Board of County Commissioners, Clerk
Multnomah County Court House
Portland, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Multnomah County one fully executed copy each of a Maintenance Agreement and Finance Agreement between the State Highway Commission and Multnomah County covering the S. E. Stark-Powell Valley Road Section of FAS 582.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

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S 166 (1)
442 —

COUNTY OF MULTNOMAH
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
PORTLAND 4, OREGON

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAI

NOTED
W. C. WILLIAMS

April 21, 1955

NOTED
J. W. CATTRALL

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Mr. Geo. W. Buck
Roadmaster
2115 SE Morrison Street
Portland 15, Oregon

Mr. John J. O'Donnell
Auditor
Court House

Dear Sir:

Be it remembered, that at a meeting of the Board of County Commissioners held April 19, 1955, the following action was taken:

Letter, Roadmaster encl statement from Oreg St High Dept setting forth Mult Co's share in the cost of construc of E Burnside Exten from Stark St to the Mt. Hood Loop Highway beyond Gresham, estimated to be $31,500.00, with instructions to make warrant payable in said amt to the Oregon St High Com, attention John W Cattrall, Engineer, Co & City Relations, Salem, Oregon)

ORDERED that the County Auditor be hereby authorized to issue a warrant in the sum of $31,500.00 in favor of the Oregon State Highway Commission and mail said warrant in accordance with the above instructions.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By
Clerk of Board

DD

RECEIVED
APR 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 15 1955
FOR FILING

S-166(1)
44[illegible]

April 15, 1955

Allum Bros.
P. O. Box 253
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your bid in the amount of $139,796.50 for grading and surfacing the S. E. Stark Street-Powell Valley Road Section of the East Burnside Road, near Gresham, in Multnomah County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

S-194(1) North Plains-Hillsboro Sec. 1955

#4423

Form A-150--10M--6-57

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
DEC 30 1957

NOTED
Harold C. Ayers

NOTED
JOHN D. GRAHAM

Washington County
Hillsboro, Oregon

Attn: County Court

Invoice No. 53878

Date [illegible]ember 27, 1957

Your Req. No.

Billing Request No. [illegible] 3[illegible]

Credit Distribution: 3[illegible]-297

[illegible] Hillsboro [illegible], [illegible]22, [illegible] agreement dated [illegible]/1[illegible]/[illegible].

[illegible]	[illegible].73	
[illegible] transferred	[illegible].73	
[illegible]	1,[illegible].[illegible]	[illegible],272.66
[illegible] agreement	[illegible]	
[illegible] transferred	[illegible].13	[illegible].[illegible]6
[illegible] returned		[illegible].70

NOTED
C. G. SWENSON

ACKNOWLEDGEMENT OF BILLING REC

State Printing 4396

State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

December 27, 1957

Washington County Court
Courthouse
Hillsboro, Oregon

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the North Plains-Hillsboro Section on FAS 629 and the Rock Creek-Beaverton Creek Bridges on FAS 676. As shown in the attached cost statements, a balance of $1,570.96 is due the State in connection with the North Plains-Hillsboro Section and a refund of $1,872.66 is due the County in connection with the Rock Creek and Beaverton Creek Bridges. This results in a net refund of $301.70 due the County which will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Completed 6/5/57

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Washington

Contract No. 4423

Date 12/26/57

FAS 629

Section North Plains-Hillsboro

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation- - - - - - -				$147,303.50
Repair soft spots -				580.37
Widen and repair county road approaches - - - - - - - - - - - -				711.59
Construction Engineering - - - - - - - - - - - - - - - - - - -				14,294.91
TOTAL CONSTRUCTION COSTS- - - - - - - - - - - -				$162,890.37
FEDERAL FUNDS COLLECTED FOR PROJECT - - - - - -				$ 96,839.00

AGREED COUNTY SHARE TOTAL COSTS
(50% of difference between total costs and federal funds)

($162,890.37 - $96,839) X 1/2 = $33,025.69

County Share Total Costs	$33,025.69
Less advance deposit	31,454.73
BALANCE DUE STATE =	$ 1,570.96

JFH:mm

ATE OF OREGON,

To Douglas Construction Co. Dr.

unty Washington

Postoffice address Portland, Oregon

ghway [illegible]-Hillsboro Road

Work done to June 5, 1957

Contract No.

ction [illegible] Plains-Hillsboro

Prefix No. 5[illegible]-901(41)

Estimate No.

ITEMS	Unit	Unit Prices	Total Quantities To Date	Total Amount To Date	Previous Amount	Present Amo
General excav., unclass.	Cu.Yd.	.40	12,269.6	4,907.84	4,907.84	-
Short overhaul	[illegible]	.01	51,281	512.81	512.81	-
Long overhaul	Cu.Yd.Sta.	.35	1,528.7	535.05	535.05	-
[illegible] rock mat'l in base	Cu.Y.	1.1[illegible]	[illegible]	55,539.00	55,539.00	-
3/4"-0 mat'l in base	Cu.Y.	2.75	1,116	3,069.00	3,069.00	-
Sprinkling	M/gal	2.00	366	732.00	732.00	-
Preparation of base	mile	100.00	3.89	389.00	389.00	-
3/4"-0 mat'l in binder course	Cu.Y.	3.65	502	1,832.30	1,861.50	-
MC-3 asphalt	ton	40.00	76.91	3,076.40	3,076.40	-
[illegible]-1 asphalt	ton	50.00	9.87	493.50	493.50	-
Class "B" asphaltic concrete	ton	6.00	11,436.4	68,618.40	68,618.40	-
Curbs for asph.concrete approaches	each	25.00	15	375.00	375.00	-
[illegible] 3/4"-0 gravel in base	Cu.Yd.	2.70	2,298	6,204.60	6,204.60	-
Force Account				1,018.60	1,018.60	-
Totals				147,303.50	147,332.70	-29.[illegible]
% Retained				-	4,419.98	4,419.[illegible]
Total Payments				147,303.50	142,912.72	4,390.[illegible]

4,390.78

Audited and approved by

Period covered To 6/5/57

Cont. 4423 - Est. 8 Final

[illegible] this estimate, $

[illegible] mat'l in base	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	
3/4"-0 mat'l in base	c.y.	2.75	1,116	3,069.00	3,069.00	-
Sprinkling	M/gal.	2.00	366	732.00	732.00	-
Preparation of base	mile	100.00	3.89	389.00	389.00	-
3/4"-0 mat'l in binder course	c.y.	3.65	502	1,832.30	1,861.50	-
[illegible]-3 asphalt	ton	40.00	76.91	3,076.40	3,076.40	-
[illegible]-1 asphalt	ton	50.00	9.87	493.50	493.50	-
Class "[illegible]" asphaltic concrete	ton	6.00	11,436.4	68,618.40	68,618.40	-
Extra for asph. concrete approaches	each	25.00	15	375.00	375.00	-
[illegible] 1 2"-0 Gravel in base	[illegible]	2.70	2,298	6,204.60	6,204.60	-
Force Account				1,018.60	1,018.60	-
		Totals		147,303.50	147,332.70	-29.[illegible]
	3	% Retained		-	4,419.98	4,419.[illegible]
		Total Payments		147,303.50	142,912.72	4,3[illegible]

Audited and approved by

Period covered To 6/5/57

Items Cont. 4423 - Est. 8 Final

To be paid contractors, this estimate, $ 4,390.78

Computed by J. Goin
[illegible] Calloon
Checked by

Wm. E. [illegible]
Engineer

Previous Voucher No. 15231

RECEIVED
DEC 13 1957

FOR FILING

W. C. Williams

North Plains-Hillsboro Section
Contract No. 4423

FINAL COST ANALYSIS

December 10, 1957

Grading and Paving
Rogers Constr. Co., Contractor
William E. Maltby, Resident Engineer

Shadybrook-Hillsboro Road
Prefix: 534-1088

4423 Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*General Excavation	12,269.6	Cu. Yds.	$ .40	$ .40	$ 4,907.84	$ 4,907.84
*Short Overhaul	51,281	Yd. Sta.	.01	.01	512.81	512.81
*Long Overhaul	1,528.7	C-yd. Sta.	.35	.35	535.05	535.05
*Coarse Cr. Mat'l in Base	20,196	Cu. Yd.	2.75	2.62	52,870.01	55,539.00
*3/4"-0 Material in Base	1,116	Cu. Yd.	2.75	2.69	3,000.54	3,069.00
*Sprinkling	366	M-gal.	2.00	1.63	596.99	732.00
**Preparation of Base	3.89	Miles	100.00	69.83	271.64	389.00
*&** 3/4"-0 Mat'l in Binder Course	502	Cu. Yds.	3.65	3.54	1,779.57	1,832.30
**RC-3 Asphalt	76.91	Tons	40.00	38.70	2,977.16	3,076.40
**RS-1 Asphalt	9.87	Tons	50.00	49.01	484.39	493.50
*&** Class "B" Asph. Conc.	11,436.4	Tons	6.00	5.20	59,485.43	68,618.40
**Extra for Asph. Concrete Approaches	15	Each	25.00	21.91	328.72	375.00
*PA #1 ½"-0 Gravel in Base	2,298	Cu. Yds.	2.70	2.67	6,136.24	6,204.60
*Force Account					905.38	1,018.60
					$134,791.77	$147,303.50

Contractor	Gross Revenue	Total Cost	Profit	% of Profit
* - Rogers Constr. Co.	$ 82,075.10	$ 76,335.65	$ 5,739.45	7.0
** - Babler Brothers	65,228.40	58,456.12	6,772.28	10.4
	$147,303.50	$134.791.77	$12,511.73	8.5

DETAIL OF COSTS

Rogers Construction Company

Labor:

Labor	$ 6,120.06	
Labor Insurance	417.61	
Health and Welfare	178.06	
		$ 6,715.73

Materials:

Rock Bought From Commercial Plant:

2½"-0	20,196	Cu.	Yd.	At	$1.75	$35,343.00	
3/4"-0 Shoulder Rock	1,116	"	"	"	1.75	1,953.00	
3/4"-0 Rock in Binder	502	"	"	"	1.75	878.50	
½"-0 Rock in Base	2,298	"	"	"	1.75	4,021.50	
							$42,196.00

Equipment Rental and Misc. Supplies:

Equipment Rental (Owned)	$ 6,881.26	
Gas, Oil, and Grease	920.00	
Bond	1,049.06	
P.L. and P.D. Insurance	76.50	
Small Tools and Misc. Supplies	750.50	
Move In, Freight, and Cartage	1,655.00	
Home Office and General Overhead	2,444.19	
Amount Paid Shirley Stone for Excavation and Hauling rock	13,647.41	
		$27,423.92
		$76,335.65

DETAIL OF COST

Babler Brothers

Labor:

Labor	$11,124.39	
Supervision	250.00	
Labor Insurance	814.82	
Health and Welfare	359.48	
		$12,548.69

Materials:

RC-3 Asphalt	76.91	Tons	At	$25.75	$ 1,980.43	
RS-1 Asphalt	9.87	"	"	25.00	246.75	
86-100 Asphalt in Mix	686.16	"	"	22.50	15,438.60	
Freight on Asphalt	772.94	"	"	2.38	1,839.60	
						$19,505.38

Equipment Rentals and Misc. Supplies:

Equipment Rental (Owned)	$ 9,729.26	
Equipment Rental (Hired - Fully Operated)	7,369.25	
Gas, Oil, and Grease	3,895.77	
Heating Oil	2,499.58	
Bond	55.71	
P.L. and P.D. Insurance	142.18	
Move In, Freight and Cartage	678.50	
Small Tools and Misc. Supplies	520.00	
Home Office and General Overhead	1,511.80	
		$26,402.05
		$58,456.12

Babler and Rogers

DETAIL OF COSTS

Labor:

Supervision	$ 250.00	
Labor	17,244.45	
Labor Insurance	1,232.43	
Health and Welfare	537.54	
		$19,264.42

Materials:

RC-3 Asphalt	76.91	Tons	AT	$25.75	$ 1,980.43	
RS-1 Asphalt	9.87	"	"	25.00	246.75	
86-100 Asphalt	686.16	"	"	22.50	15,438.60	
Freight on Asphalt	772.94	"	"	2.38	1,839.60	
2½"-0 Rock Purchased	20,196	Cu. Yd.	"	1.75	35,343.00	
3/4"-0 " "	1,618	" "	"	1.75	2,831.50	
½"-0 " "	2,298	" "	"	1.75	4,021.50	
						$61,701.38

Equipment Rentals and Misc. Supplies:

Equipment Rental (Owned)	$16,610.52	
Equipment Rental (Hired - Fully Operated	7,369.25	
Gas, Oil, and Grease	4,815.77	
Heating Oil	2,499.58	
Bond	1,104.77	
P.L. and P.D. Insurance	218.68	
Move In, Freight, and Cartage	2,333.50	
Small Tools and Misc. Supplies	1,270.50	
Amount Paid Shirley Stone for Excavation and Hauling Rock	13,647.41	
Home Office and General Overhead	3,955.99	
		$53,825.97
		$134,791.77

NORTH PLAINS-HILLSBORO

Contract No. 4423

REMARKS:

This was a Federal Aid Secondary Project calling for grading of 1.48 miles, stone base surfacing of 3.88 miles, and paving of 4.69 miles of highway roadbed on the North Plains-Hillsboro Section of the Shadybrook-Hillsboro County Road in Washington County.

The contract was bid April 14, 1955, awarded April 26, 1955, work started on July 5, 1956 and the project was completed June 6, 1957.

The Shirley Stone Company, grading contractor, did the excavating and hauled a portion of the base rock. This contractor used 3 cats and carryalls and 1 blade and a crew of 9 men on the excavation. Six 8-cubic yard trucks were used by the grading contractor and the prime contractor to haul the crushed rock to the excavated portions of the roadbed. This material was handled on the street by 1 blade, 1 roller. The rock on this portion was in place by July 31, 1956.

Babler Brothers, paving contractors, placed the RC-3 binder course preparatory to placing the Class "B" asphaltic concrete on August 1, 1956.

The paving contractor started the mixing and placing of the Class "B" asphaltic concrete base course on October 4, 1956. This material was placed on the line change sections and also patching on the rough spots throughout the entire section. The paving was discontinued for the winter on October 12, 1956.

The prime contractor hauled and stockpiled the remainder of the base rock and 3/4"-0 rock at the North Plains Junction of the Sunset Highway with ten 8-cubic yard trucks. This material was hauled from the Dugdale Pit on the Wilson River Highway.

The paving contractor resumed the paving operation on May 20, 1957, using the material from the Dugdale stockpile site where the plant had been set up for the Glenwood-North Plains contract. This material was hauled with twelve 8-cubic yard trucks and the equipment used on the street was two Barbur Greene pavers and two rollers. The paving was completed May 31, 1957.

The contractor had good bid prices, good supervision, and good equipment and realized a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

Monthly transaction number RECEIVED 1957 FOR FILING	Fo[illegible]-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State **Oregon**
Project report number		County **Washington**
		Project number **S-194(1)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **July 8**, 19**55**, is hereby modified as follows:

4423

Revised estimated total cost of project $ **161,012.69**

Revised Federal funds $ **96,839.00**

Other revisions - **None.**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13th** day of **November**, 19**57**.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Chas H Reynolds

Chairman, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

By

Member, State Highway Commission
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C H Polk
Division Engineer

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

88

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State **Oregon**
County **Washington**
Project No. **S-194(1)**

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this **8th** day of **July**, 19**55**, by and between **The Oregon State Highway Commission**, constituting for the purpose hereof the Highway Department of the State of **Oregon**, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the **23rd** day of **March**, 19**55**, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being **4.686** miles of **grading, draining, and 2-lane high-type pavement**
(Character of work)

between **FAUP 130032 in Hillsboro and a county road junction at Shadybrook,**
(Control points),

consisting of **4.686** miles of roadway and **no** (Number) bridges [illegible].

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of **ninety-five thousand, three hundred and 00/100** dollars ($**95,300.00**), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is **one hundred fifty-three thousand, eight hundred sixty-three and 05/100** dollars ($**153,863.05**).

PAYMENTS

[illegible] -As the work on said project progresses, or upon its completion, [illegible] of vouchers [illegible] Highway Department, the Commissioner shall from time to time submit [illegible] vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

[illegible] APPROVAL:

[illegible] HIGHWAY ENGINEER

Attest

SECRETARY

—32551

DIVISION
RECEIVED
JUL 9

JUL 13 195

Federal Aid Secondary
Project No. S-194 (1)

Oregon State Highway Department

NORTH PLAINS-HILLSBORO SECTION OF THE SHADYBROOK-HILLSBORO ROAD IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 6201
Roadway (Sta. 0+00 to Sta. 248+25) (Contract No. 4423)

13,000	cu.yd.	General Excavation, Unclassified	$ 0.40	$ 5,200.00
53,000	yd.sta.	Short Overhaul	0.01	530.00
1,700	C-yd.sta.	Long Overhaul	0.35	595.00
19,000	cu.yds.	Coarse Crushed Material in Base	2.75	52,250.00
3,200	cu.yds.	3/4"-0 Material in Base	2.75	8,800.00
560	M-gal.	Sprinkling	2.00	1,120.00
3.88	mile	Preparation of Base	100.00	388.00
450	cu.yd.	3/4"-0 Material in Binder Course	3.65	1,642.50
70	ton	RC-3 Asphalt	40.00	2,800.00
4	ton	RS-1 Asphalt	50.00	200.00
11,000	ton	Class "B" Asphaltic Concrete	6.00	66,000.00
14	only	Extra for Asphaltic Concrete Approaches	25.00	350.00
		Subtotal		$ 139,875.50
		10% Engr. & Cont.		13,987.55
		Total		$ 153,863.05

Length of Roadway 4.686 Miles
Length of 1 Structure 0.015 Miles
Total Length 4.701 Miles
Cost of Roadway Per Mile $32,729.85

Federal Funds	$ 95,300.00
State Funds	29,281.52
County Funds	29,281.53
	$ 153,863.05

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Washington County with the Highway Department.

[illegible]
4423

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 15, 1957

(CONTRACT NO.) 4423

(EST. NO.) 8-Final

(CONTRACTOR) Rogers Construction Co.

(VOUCHER NO.) 18763

(WARRANT NO.) H-189375

(AMOUNT) $ 4,390.78

(DATE) 8/15/57

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 15, 1955

Time Extensions: June 5, 1957

Completion Date: June 5, 1957

Date Accepted: June 27, 1957

Penalties: None of record

Claims: None of record

Remarks:

Date: Aug. 15, 1957

To the Accounting Division:

Release of the above warrant is hereby authorized

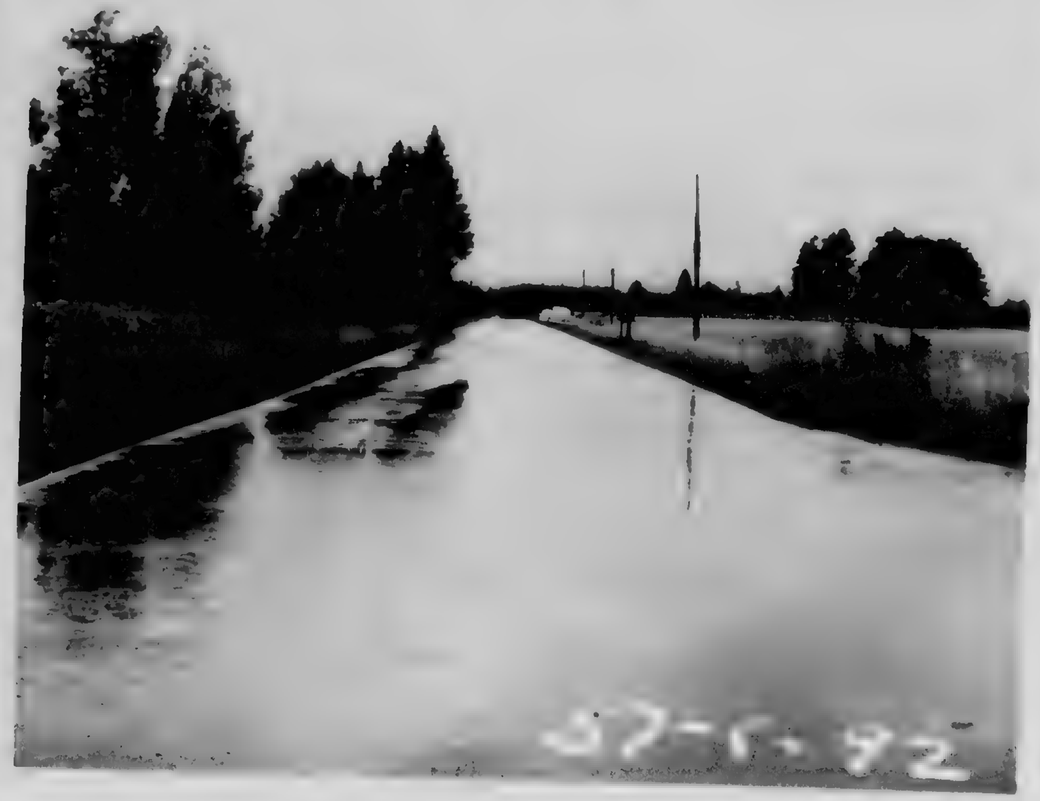
H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: AUG 16 1957

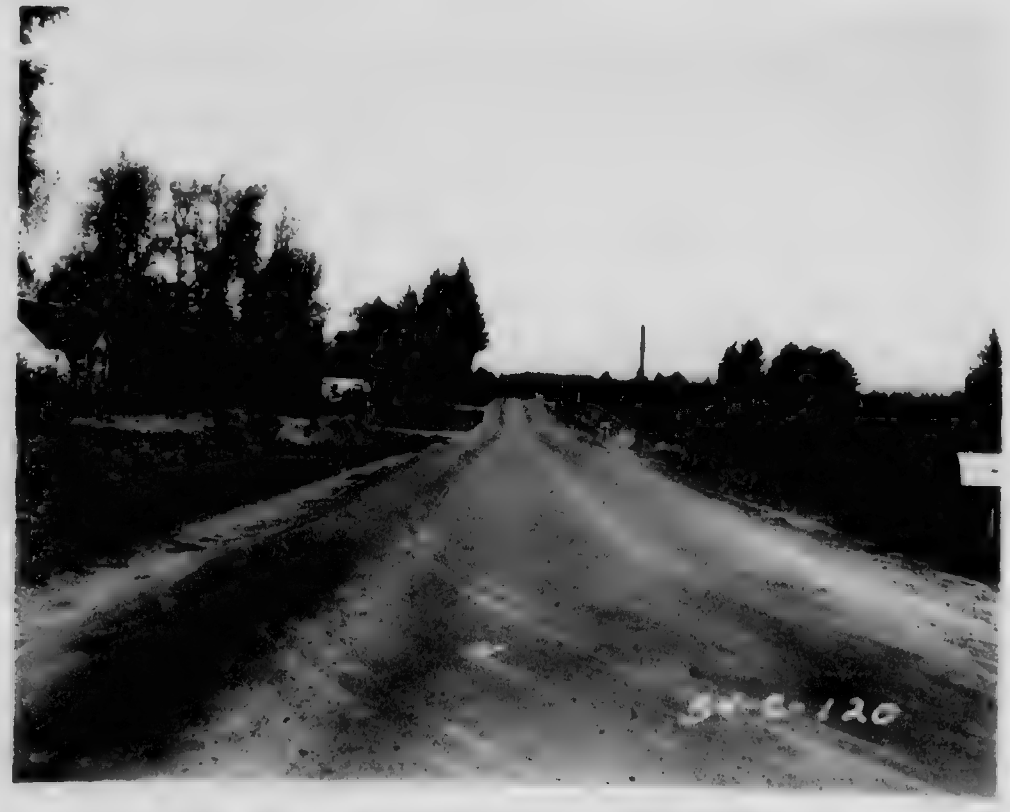
Ruth Rawlings

NOTED ON CARD

8-6-57



9-17-54



9 17..64

RECEIVED
AUG 6 1957
FOR FILING

FORM E-30X—30M—11-55—90225

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 1st, 1957

SUBJECT:

NOTED
W. C. WILLIAMS

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

I received today a copy of a letter from W. C. Williams addressed to Mrs. Effie M. Kjornes of Route 3, Box 199, Hillsboro. Mr. Williams advised her of our trip to see her on July 26th, and of the discussion about our offer to gravel a turn around so that her car would not have to back out on to the highway.

I am enclosing herewith letter dated July 30, 1957 from Mrs. Effie Kjornes to myself. I thought it advisable to discuss this matter with members of the county court and the acting roadmaster, A. A. Graham, so I talked to the judge and the two commissioners, as well as Mr. Graham. Members of the county court are familiar with this matter, and at least some of the members have talked to Mrs. Kjornes about her complaint. The judge and commissioners stated that they did not feel that she was damaged or entitled to any compensation. However, members of the court did feel that if she wished to have gravel placed so that she did not need to back out to the highway, that Washington County would take care of whatever was needed.

We later went to the Kjornes residence and discussed this matter with both Mr. and Mrs. Kjornes. The County Commissioners advised both Mr. and Mrs. Kjornes that they did not feel she had any claim for damage at all, but were willing to have the county court improve the driveway more or less as we outlined to her last week. Mrs. Kjornes finally agreed to having the gravel placed adjacent to her driveway. The commissioners and roadmaster advised me that they would take care of this. As far as I know, this closes the entire matter. The county is entirely satisfied with our construction, and as I stated before, will take that of what they promised Mrs. Kjornes.

A. G. SKELTON
Division Engineer

CONSTRUCTION DIVISION
RECEIVED
AUG - 2 1957
NOTED ☐☐☐☐☐
CE ACE ACE

AGS:w
Encl1

NOTED
FORREST COOPER

[illegible]

Mr. A. G. Skelton
LHY:jc fn

RECEIVED
JUL 31 1957
FOR FILING

July 31, 1957

Mrs. Effie M. Kjornes
Route 3, Box 199
Hillsboro, Oregon

Dear Mrs. Kjornes:

Pursuant to your letter of July 24, I asked Assistant Construction Engineer L. H. Young to call upon you when he was in that area and discuss your road approach problem with you. I have been advised that Mr. Young called on you in company with Division Engineer Skelton and Mr. Maltby, who was the Resident Engineer on the Shady Brook-Hillsboro project.

Mr. Young has advised me that he looked at your approach with you and your husband. He reported that it was on a good grade and had good sight distance. He said that it could be improved at the lower end by the use of some additional gravel, which he offered to dump and shape for you. He reported that you did not want to have this done until you had discussed the matter of possible damage to your property with the Washington County Court, as you expressed a conviction that you had been damaged by reason of raising the fill in front of your property and by occupancy of a portion of your land for the approach ramp. Mr. Young further advised that he offered to gravel an area at the bottom of the present approach ramp upon which you could turn around and head out onto the county road frontwise. You did not like this idea because you did not want any additional land utilized for approach or driveway purposes.

In view of the many restrictions which you have placed upon us with regard to the building of your approach, I believe that we have done all we can toward making this approach serviceable.

I am advising the Washington County Court by copy of this letter regarding our efforts in your behalf up to the present. Further communication regarding this matter should be made directly with the Washington County Court.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Washington County Court
Courthouse
Hillsboro, Oregon
Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton

LHY:jc fn

FORM 230—50M—8-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1957

SUBJECT: North Plains-Hillsboro Section
Shadybrook-Hillsboro County Road
Contract No. 4423

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith a suggested rough draft of a letter to Mrs. Effie M. Kjornes regarding her approach on the subject job. Matters of fact regarding the construction and improvement of this approach are as follows:

1. The roadgrade was raised about 4½ feet in front of the Kjornes' property.

2. The approach was made quite steep when constructed so as to encroach as little as possible back on the Kjornes' property. The resulting gradient was objectionable to Mrs. Kjornes and the approach was modified by the county hauling several loads of additional dirt and by Mr. Kjornes also placing some additional dirt. The State then graveled over this additional dirt that was placed.

3. The resulting approach is on a good grade and has good sight distance; however, the Kjornes have to back up the approach unless they turn their car around at the foot of the approach and an all-weather maneuver such as this would require some additional gravelling at the foot of this approach, which I offered to construct. Mrs. Kjornes did not want any more of her land utilized for such a purpose.

4. There is some difference of opinion between Mr. and Mrs. Kjornes. He thinks the present approach is adequate and gave his blessing to it when it was finished. This is a very bitter bone of contention between these people and they are quite outspoken about it. Mrs. Kjornes was advised that matters of right of way and damage on a county road approach of this kind should be taken up with the county, as they furnished us the necessary ground upon which to construct the road facility.

5. Elements of damage cited by Mrs. Kjornes are:

(a) Increase in traffic volume due to improved facility.

(b) Increased speed due to improved facility.

I have indicated the Kjornes' approach on Page 6 of the accompanying set of plans which illustrates the reason for the grade raise at this point.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc

Encl.

RECEIVED
JUL 2[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Cooper

How about a little gravel on to the turnaround back [illegible]

[illegible]

[illegible]

[illegible]

Copy to Edwards

RECEIVED
JUL 25 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 25 1957
FOR FILING

S194 (1)

4123

July 24, 1957

CERTIFIED MAIL

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

State Highway Contract No. 4423 for grading and paving on the North Plains-Hillsboro Section of the Shadybrook-Hillsboro Road in Washington County was completed by the contractor, Rogers Construction Company, on June 5, 1957 and was formally accepted by the Highway Commission on June 27, 1957.

Final payment in the amount of $4,390.78 will be released to the contractor on or after August 3, 1957. The total contract amount is $147,303.50, of which amount $1,018.60 represents force account items.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

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JUL 22 1957
FOR FILING

S194.11

1423

July 19, 1957

Mr. and Mrs. Sven E. Kjornes
Route 3, Box 199
Hillsboro, Oregon

411

Dear Mr. and Mrs. Kjornes:

I have delayed replying to your letter of June 21 until I could get a report from Division Engineer Skelton as to the condition of the entrance to your property.

Mr. Skelton now reports that he has contacted you and has also made arrangements to have this entrance improved. It is possible that the improvement will have been completed before you receive this letter.

I wish to thank you for calling this to my attention and trust that the improvement is satisfactory.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. G. Skelton

DJB:ob hi

jornes of 6-21 from Even E. &
ion of their driveway located on the new
road between Hillsboro and Sunset Highway.

Acknowledged by_____ Referred to **EDWARDS**

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
☒ Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

Please take immediate appropriate action. Rough draft reply.

Executed 7-18-57 Report Received________
me

PLEASE RETURN TO
FORREST COOPER

PLEASE RETURN TO
FORREST COOPER

[illegible]

Even E. Kjornes
Effie M. Kjornes

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JUN 2 1 1957
OREGON
STATE HIGHWAY COMMISSION

Cooper

PLEASE RETURN TO
FORREST COOPER

[illegible]

[illegible]
Hillsboro, [illegible]

[illegible]

[illegible] ~~[illegible]~~

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Even S. Kjornes
Effie M. Kjornes

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OREGON
STATE HIGHWAY COMMISSION

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JUL 5 1957
FOR FILING

S-194 (1)

4423

July 3, 1957

The Fidelity & Casualty Co. of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Mr. Sheridan J. McCarthy

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Construction Company in connection with contract No. 4423, for grading and paving on the North Plains-Hillsboro Section of the Shadybrook-Hillsboro Road in Washington County. This payment, in the amount of $1,124.90, will be released to the contractor on or after July 13, 1957. The retained percentage is $4,419.98.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

cc: Pallett, Fisher & Carle, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

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JUL 2 1957
FOR FILING
S-194(1)
4423

July 1, 1957

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 27 and 28, 1957 had under discussion your request for an extension of time from Sept. 15, 1955 to July 31, 1957 within which to complete your contract No. 4423, for grading and paving on the North Plains-Hillsboro Section of the Shadybrook-Hillsboro Road in Washington County.

We are pleased to inform you that the Highway Commission granted an extension of time to June 5, 1957, the actual completion date of the project. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Tom Edwards
A. G. Skelton
William E. Maltby

RECEIVED
JUN 21 1957
FOR FILING
[illegible]

4423

June 19, 1957

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
San Francisco Branch Office
160 Pine St.
San Francisco 11, Calif.

Attn.: Sheridan J. McCarthy

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Company a portion of the funds heretofore retained by the Commission on contract No. 4423, for grading and paving on the North Plains-Hillsboro Section of the Shadybrook-Hillsboro Road in Washington County.

This payment, in the amount of $80,934.25, reduces the retained percentage to 3% of the total amount earned by the Contractor, or the sum of $4,385.19. The present payment will be released on or after June 29, 1957.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

[illegible]

cc: Pallett, Fisher & Carlo, Inc.
U. S. National Bank Bldg.
Portland 4, Oregon

NOTED ON CARD

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JUN 17 1957
FOR FILING

June 17, 1957

Oregon State Highway Commission

Request for extension of time
No. 3
June 27-28 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the North Plains-Hillsboro Section, Contract No. 4423, from September 15, 1955 to July 31, 1957.

The contractor bid this project with the anticipation of using material sources specified on the Glencoe-North Plains Section, which was also under contract to him. The material source proved unsatisfactory and it was necessary that the State acquire a new source. The acquisition of this source seriously delayed the contractor and he was unable to complete the project last fall. He actually completed the job on June 5, 1957, and I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

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JUN 17 1957
FOR FILING

June 17, 1957

Oregon State Highway Commission

Request for extension of time
No. 3
June 27-28 meeting

Gentlemen:

Herewith is a request from Rogers Construction Company for an extension of time on the North Plains-Hillsboro Section, Contract No. 4423, from September 15, 1955 to July 31, 1957.

The contractor bid this project with the anticipation of using material sources specified on the Glencoe-North Plains Section, which was also under contract to him. The material source proved unsatisfactory and it was necessary that the State acquire a new source. The acquisition of this source seriously delayed the contractor and he was unable to complete the project last fall. He actually completed the job on June 5, 1957, and I recommend that the extension be granted, to and including that date, without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:ob fn

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JUN 6 1957
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4423

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 6, 1957

~~Hart~~, Spencer, McCulloch, Rockwood and Davies
Attorneys at Law
1410 Yeon Building
Portland 4, Oregon

Attention: Mr. Henry T. Lowe, Jr.

Re: Pacific Telephone and Telegraph Co.
Underground Cable
North Plains-Hillsboro Section
Shady Brook Hillsboro County Road
Contract #4423
Your File No. 56916

Dear Mr. Lowe:

Reference is made to your letter of May 21, with reference to the above titled matter. It is with some regret that we note that the claim is denied as we have always felt that your client was obligated to lower the underground cable, and, that through some breakdown of their equipment, for which the Highway Commission had no control, The Pacific Telephone and Telegraph Company should have borne the resulting loss instead of casting it on the State.

It is recognized that from a legal standpoint the Highway Commission would have serious difficulty in enforcing a claim, and in view of the cooperation which the Highway Commission has always received from your client and the friendly relations which have always existed, it has been decided that the matter will not be pressed further.

Very truly yours,

J. M. DeSOUZA
Assistant Counsel

JMD:AH
cc: The Pacific Telephone and Telegraph Co.
909 S.W. Oak Street
Portland 4, Oregon
Mr. Leonard I. Lindas
Mr. Tom Edwards
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. C. N. Maison

NOTED
FORREST COOPER

Form E-1—10M—12-36

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 31, 1957

Section Hillsboro - North Plains

Highway Shadybrook County Washington

Contractor Rogers Construction Co.

Date of contract April 26, 1955

Date work started July 5, 1956

Project authorization $157,359.94

Exclusive of engineering $146,169.90

Kind of work Grading & Paving

Section prefix 534-1088

Contract number 4423

Specified work days Sept. 15, 1955

Work days used

Per cent of time elapsed 100% %

Estimated cost of completed project, exclusive of engineering $147,100.00

Estimated per cent overrun or underrun + 1.4 % %

Per cent of contract completed, based on total contract price 100% %

Engineering authorization $11,190.04

Engineering cost to date $12,500.00, 112 % %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed paving this section at noon Friday 31st.

The Project should be completed by the first part of next week.

Final records and computations should be submitted by June 10Th.

NOTED
CONTRACT COORDN

CONSTRUCTION DIVISION
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JUN 3 1957
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Noted
M. N. June

Signed William E. Maltby by J. Ryan

Address Box 86, Banks

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 136

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.48	3.88			4.69
Miles partially completed					
Miles completed	1.48	3.88			4.69
Total estimated quantities (contract)	13,000	22,000			11,000
Total quantities corrected to date	12,269	23,430			11,366
Estimated quantities moved or placed to date	12,269	23,430			11,366 tons
Average daily quantities					1,200 tons
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					15

Men 13

Supervision 2

Men and trucks under 3 tons 3

Men and trucks over 3 tons 10

Men and tractors

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers 1, Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers 3, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Partly Cldy.		
Saturday			

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MAY 10 1957
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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

4423

May 9, 1957

The Pacific Telephone and Telegraph Company
509 S.W. Oak Street
Portland 4, Oregon

Attention: Mr. R. V. Jenkins, Chief Special Agent

Re: The Pacific Telephone & Telegraph
Company Underground Cable
North Plains-Hillsboro Section
Shady Brook Hillsboro County Rd.
Contract #4423
Your File No. 56916

Dear Sir:

Receipt is acknowledged of your letter of May 8, relative to the above captioned matter.

The statements made by you have been very carefully considered and it would appear that the matter simmers down to a breakdown in your equipment which caused the contractor a waiting loss of six hours to the items of equipment mentioned in our letter of December 21. Without making any claims of intentional delay on your part, the question is as to whether the loss resulting from the breakdown of your machinery should be borne by the State or by The Pacific Telephone and Telegraph Company. The State, of course, had no control over your equipment nor its maintenance or repair and, unfortunate as the incident may have been, it is our feeling that the responsibility for the loss rests upon your Company.

Your further advice will be appreciated.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:MM
cc: Mr. Tom Edwards with copy of May 8th letter
Attention: Mr. L. H. Young
Mr. Forrest Cooper ✓ " " " " " "
Mr. A. G. Skelton " " " " " "
Mr. Robert L. May, Jr. " " " " " "
Mr. C. H. Maison " " " " " "

RECEIVED
MAY 10 1957
OFFICE OF
STATE HIGHWAY ENGINEER

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY
OREGON AREA
509 S. W. OAK ST., PORTLAND 4, OREGON
TELEPHONE CAPITOL 8-6261

R V JENKINS
CHIEF SPECIAL AGENT

RECEIVED
MAY 9 1957
LEGAL DEPT.

PORTLAND, May 8, 1957
Re: P.T. & T Co. underground cable
North Plains - Hillsboro Section
Shady Brook Hillsboro Cnty. Road
Contract #4423
Our File No. 56926

Oregon State Highway Department
Salem, Oregon

Attention: J. W. De Souza
Assistant Counsel

Gentlemen:

In reply to your letter of December 21, 1956 regarding your claim for expenses incurred by Rogers Construction Company allegedly resulting from failure of our company to relocate underground cable on the above numbered project.

Item 1. Our records confirm this statement in your letter.

Item 2. Set of highway maps were received by our Plant Engineer, Wm. Ralston, April 21, 1955. Shortly after, Mr. Ralston went over entire route with Mr. Lee McIntyre, Washington County Engineer. It was agreed that our cable would not become involved in the road work. No request was received to lower the cable. We placed marker stakes at that time to show location of the cable.

Item 3. Our records show receipt of call from Mr. Bob Wills, Highway Inspector, on July 5, 1956 notifying us of work commencement in area of our cable. We dispatched a cable man who was on the site July 5, 6, 9, 10. Test holes were dug July 6 to determine cable depth at cut location requested by contractor. Depth was 23 - 24 inches. Contractor's foreman Mr. Cousins was advised and he notified Mr. Batsch, Mr. Brindley and Mr. Elkins of our company that there was no need to lower the cable since contractor would not make a cut deeper than 12".

July 10, 1956 contractor notified us that cut would be made within 2" of our cable. We dispatched crew out at 7:30 AM the next morning, July 11 to commence lowering.

Item 4. Contractor damaged cable 5:45 AM July 11, 1956. Telephone crews worked until 1 AM July 12, 1956 lowering cable.

Item 5. Contractor foreman, with our Construction and Maintenance Foreman, went over rest of route July 12 and it was determined lowering of cable was necessary near Zion Corner. Work was initiated at once. We experienced machinery breakdown trouble which delayed the lowering of the cable.

Our reply to Item 2, we feel shows we responded promptly to ascertain the need for relocation of our cable. At that time it was the opinion and concurrence of the County Engineer that the cable would not be affected by the road work. We acted accordingly.

Upon notice from Mr. Bob Wells on July 5, 1956 of work commencement we again demonstrated our cooperation by dispatching a cable man at once. He was available to the contractor daily for any assistance that was needed regarding the location of our cable or should lowering become necessary he could initiate the work at once.

We feel we acted with reasonable dispatch upon learning that lowering was necessary. Unfortunately our equipment broke down at a critical time. This was beyond our control.

In reviewing the series of events we believe we acted promptly upon advice received from the parties interested in the road project. We therefore do not feel that the lost time was a result of negligence on the part of our company.

Yours very truly,

R. V. Jenkins

Chief Special Agent

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DEC 26 1956
FOR FILING
S-194(1)

4423

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
December 21, 1956

SUBJECT: The Pacific Telephone & Telegraph
Company Underground Cable
North Plains-Hillsboro Section
Shady Brook-Hillsboro County Road
Contract No. 4423

To: Mr. Tom Edwards
Construction Engineer
Office

Attention: Mr. L. H. Young
Assistant Construction Engineer

L

Reference is made to the claim of Rogers Construction Co., in the amount of $500.85, for lost equipment time due to failure of The Pacific Telephone & Telegraph Company to lower or otherwise rearrange its buried cables on the above titled project.

Partly from written communications, partly from verbal statements and partly by guessometer, I glean the following facts:

1. The cable line on the right of way was placed under permit issued by the County Court of Washington County under date of February 11, 1938.

2. The contract for the construction was awarded to Rogers Construction Co. on April 26, 1955 and in May of the same year the Telephone Company was advised that it would be necessary to lower its cable facilities. At that time the highway excavation was cross-sectioned.

3. Something over a year later and about July 5, 1956, Bob Wills, Inspector for this Department, notified the Toll Wire Chief of the Telephone Company that the contractor had begun work on the project and soon would be working in the area of the underground cable. In response to this notice, a telephone crew arrived on the project on Friday, July 6, and dug several holes to visibly locate the cable line. Again on July 9, 1956, Mr. Wills called a Mr. Lawrenseas (?) of the Telephone Company at CA 3-1117 with further reference to the matter. On July 10, the Telephone

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DEC 24 1956
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] COOPER

Company's Engineer was on the project and was shown where the cable would have to be relocated. At that time it was understood that the Telephone Company would be on the job at 5:00 a.m. the following morning to relocate the cable.

4. At 5:45 a.m., the telephone cable was cut by the contractor's grading forces and a telephone crew arrived at 8:00 a.m. and had restored service about noon. This occurrence was in the vicinity of Station 115 or 120.

5. The contractor's crew then desired to work in the vicinity of the Zion Church corner, which is located approximately at Station 180. However there occurred a breakdown in the Telephone Company's equipment used to lower the cable and after approximately 6 hours of waiting time the contractor removed his equipment. It now appears that he will not be able to complete the construction operations until next year. As I understand the bill of Rogers Construction Co., it includes not only the cost of moving out the equipment but moving back and the shutdown time.

Subsection 1.8.9 of the Standard Specifications provides for compensation to the contractor for actual loss on account of right of way delays. Assuming that the facts are as stated, it is obvious that there was a failure of the Highway Commission to clear the right of way for construction. It is my opinion that the claim is one which is justified under the contract and which should be allowed.

A letter is being written to The Pacific Telephone & Telegraph Company seeking reimbursement for the necessary payment to the contractor, a copy of which is enclosed.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. Robert L. May, Jr.
Mr. C. H. Maison

FORM E-120 5CM REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
1956
FOR FILING

December 21, 1956

The Pacific Telephone & Telegraph Company
509 S. W. Oak Street
Portland ~~4~~, Oregon

Re: The Pacific Telephone & Telegraph
Company Underground Cable
North Plains-Hillsboro Section
Shady Brook-Hillsboro County Road
Contract No. 4423

Gentlemen:

This communication is written to you with respect to the relocation of your underground cable on the above titled project, particularly with regard to a claim submitted by Rogers Construction Co. for lost time arising out of your failure to relocate your facilities so as to avoid interference with the contractor's operations.

From the record which has been submitted, the following facts appear:

1. The cable line on the right of way was placed under a permit issued by the County Court of Washington County under date of February 11, 1938.

2. The contract for the construction was awarded to Rogers Construction Co. on April 26, 1955 and in May of that year you were advised that it would be necessary to lower your cable facilities. At that time the highway excavation was cross-sectioned.

3. Nothing was done and about July 5, 1956, Bob Wills, Inspector for this Department, notified your Toll Wire Chief that the contractor had begun work on the project and soon would be working in the area of your underground cable. In response to this notice, a telephone crew arrived on the project on Friday, July 6, and dug several holes to visibly locate the cable. Again on July 9, 1956, Mr. Wills called Mr. Lawrenseas (?) of your Company at CA 3-1117 with further reference to the matter. On July 10, your engineer was on the project and was

shown where the cable would have to be relocated. At that time it was understood that your Company would have a crew on the job at 5:00 a.m. the following morning to relocate the cable.

4. At 5:45 a.m. on July 10, the telephone cable was accidentally cut by the contractor's grading forces and a telephone crew arrived at 8:00 a.m. and had restored service by noon. This occurrence was in the vicinity of Station 115 or 120.

5. The contractor's crew then desired to work in the vicinity of the Zion Church corner, which is located approximately at Highway Engineer's Station 180. However a breakdown occurred in your equipment to be used in lowering the cable and after approximately 6 hours of waiting time the contractor removed his equipment as it was understood that your work could not be completed for a matter of 3 or 4 days.

6. Under the standard specifications for the project, the contractor is entitled to reimbursement by reason of right of way delays and has submitted to us a claim as follows:

North Plains-Hillsboro Section, Contract #4423.
Shadybrook-Hillsboro Road.

July 11, 1956 - Time lost with equipment shut down due to telephone cable underground in grading area.

Three DW 10 tractors & scrapers, 6 hrs. each.	18 hrs. at 15.70	282.60
Two D8 tractors & dozers, 6 hrs. each	12 hrs. at 16.20	194.40
		477.00
Plus 5% equipment charges		23.85
	TOTAL	500.85

It is felt that the contractor's loss was caused by your neglect and failure to readjust the cable line for at least a year after notice was given to you that a relocation of the cable would have to be made and that your Company should bear the cost thereof instead of such cost being borne by the public. Advice covering your attitude and intentions in the matter is requested.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Tom Edwards
Attention: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. Robert L. May, Jr.
Mr. C. H. Maison

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FORM [illegible]

S-124(1)

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 17, 1956

SUBJECT: North Plains-Hillsboro
Shadybrook-Hillsboro
Washington County

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Reference is made to Laboratory Reports No. 408679, 408680, 408682 and 408683, dated November 30, 1956 and 409350, dated December 7, 1956 showing a general deficiency of material passing the ¼-inch screen ranging from 4.3 to 13.6 percent.

This deficiency covers a length of time in which corrections made at the plant should be reflected in the gradation of aggregate. The November samples were taken from a stockpile while the December samples were taken while a track was being loaded. It may be that poor samples were obtained at those times.

Will you please have the resident engineer resample this material and submit them to the Salem laboratory for checking as to suitability, indicating on the H.D. sheet that they are samples of corrected material. Also, it is suggested that daily plant screening tests be made to control gradation and that records of these tests be sent this office for record.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't. Construction Engineer

LHY-WCH:of

cc to: Forrest Cooper
Ray Webber

NOTE
FORREST COO

RECEIVED
DEC 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1956
FOR FILING

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—80M—11-55—90225
[illegible]

4423

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1956

SUBJECT: North Plains-Hillsboro Section
Shady Brook-Hillsboro County Road
Contract No. 4423

To: Mr. Robert L. May, Jr.
Ass't Chief Counsel
Office

L

You will perhaps recall that a short while ago I discussed with you a claim by the Rogers Construction Company for delay occasioned by the fact that a buried telephone cable along the subject named job was not relocated by the Pacific Telephone and Telegraph Company so that the contractor could pursue his work. This is a County Federal Aid Secondary, for which the county is supposed to furnish us right of way. The telephone company has been requested to move their facility, but have not done so. The contractor cut this cable in one place. The telephone company started immediate repairs, but their trenching machine broke down and delayed the moving of the rest of the line.

The contractor's claim is based on time lost by equipment, or standby time and is in the amount of $500.85. This does not seem to include moving-in time and moving-out time, but we have the assurance of the contractor that this is the total claim contrary to his letter of July 16.

In discussing this matter with you previously, you indicated that we should have a copy of the franchise or permit between Washington County and the Pacific Telephone and Telegraph Company, as it was your opinion that we should attempt to collect from the Pacific Telephone and Telegraph Company. I wish to call your attention to the fact that we are undoubtedly directly liable to the contractor under Section 1.8.9, dealing with right of way details.

I am attaching hereto copies of all correspondence in our file relating to this claim. Will you please keep this office advised as to progress in negotiations with the telephone company and advise as to the final disposition of this claim.

NOTED
FORREST COOPER

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jc
Encl.

cc Forrest Cooper ✓

RECEIVED
NOV 15 1956
FOR FILING

S-194(1)

4423

November 14, 1956

127

Mrs. Effie M. Kjornes
Route 3, Box 199
Hillsboro, Oregon

Dear Mrs. Kjornes:

Pursuant to your letter of October 19, I had a field investigation made regarding the driveway problem which you pointed out in your letter. I have been advised by our field engineers that they have taken action to improve this driveway so as to make it acceptable to you. I believe our resident engineer has discussed this with you.

I wish to express our appreciation for your bringing this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

LHY:jc fn

FORM E-30X—50M—11-55—90825

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 2nd, 1956

SUBJECT: North Plains-Hillsboro
Shadybrook-Hillsboro Road
Contract 4423

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Reference is made to your letter of October 24th regarding a complaint from Mrs. Effie M. Kjornes about a driveway constructed for her in connection with the above subject project.

Enclosed is a letter from Mr. W. E. Maltby, who investigated this complaint for Mr. Carl Peterson, in which he states that corrective work will be done to this driveway. Corrective work will require additional base rock and 3/4 rock. Mr. Maltby has advised me that he has contacted the contractor, and this matter will be taken care of in the near future.

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: Carl Peterson

RECEIVED
NOV 5 1956
OFFICE OF
CONSTRUCTION ENGINEER

FORM 480 [illegible] 80226

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT [illegible]

[illegible], Oregon
October 1[illegible], 19[illegible]

SUBJECT: [illegible]
[illegible]
[illegible] -Hillsboro Road
Contract No. [illegible]

To: Mr. [illegible]
Division Engineer
State Highway Department
[illegible]
Portland, Oregon

Mr. [illegible]:

I have made an immediate investigation regarding the complaint by Mr. [illegible] as to the condition of [illegible] driveway located at station 75+9[illegible].

The new construction on this section of road raised the existing profile [illegible] 2½ feet. This resulted in a much steeper approach ramp from their driveway making it rather difficult for the owners to back out of their drive to the highway.

I informed Mr. [illegible] that we would remedy this situation as quickly as possible [illegible] Const. Co. would comply.

Mr. [illegible] voiced satisfaction if the work was completed in the week.

Carl [illegible]. Peterson
Resident Engineer

W E Maltby
by
W.E. Maltby
Asst.

3, 1956 No. 127 By Jc

Description: Letter of October 19 by Effie M. Kjornes, Hillsboro, inquiring as to what they can do about their driveway (new road between Hillsboro and Sunset Highway)

Acknowledged by____ Referred to Edwards ✓

__Investigate and report with recommendation
XX Such action as necessary
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
FORREST COOPER

Executed 11-7-56 Report Received________
me

PLEASE RETURN TO
FORREST COOPER

RECEIVE
OCT 2? 1956
OREGON
STATE HIGHWAY COMMI

[illegible]
[illegible]

[illegible] Sirs;

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] Jones

PLEASE
FORREST

RECEIVED
OCT [illegible] 1956
OREGON
STATE HIGHWAY COMMISSION

1956
FILING

NOTE
W. C. WILLIA

S-194 (1)

4423

6632

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1956

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

SUBJECT: North Plains-Hillsboro Section
Shadybrook-Hillsboro Road
Contract No. 4423

Original referred to Bob May

With reference to your Assignment No. 6632 regarding an accident suffered by Mr. B. L. Sellers because of a hole in the road surface at approximately Station 111 on the subject-named project, I wish to advise as follows, in the same order as the questions were posed by Mr. Robert May in his letter of July 26, 1956:

1. The road was open to traffic. The job is being constructed under traffic.

2. The contractor had a "Slow" sign on each end of the construction area, the one on the north end being approximately 1½ miles from the scene of the accident. There also was an "Equipment in Road" sign in place on the north end. There was no flagman. The State had no signs in place on the project.

3. The hole which caused the alleged accident was 8 feet long and 2½ feet wide, and was located one foot right of the centerline between Stations 110+94 and 111+02. It varied in depth from 8 to 11 inches. It appears as if the hole had been full of a very fine powdery dust, level with the rest of the road until the log truck hit it. The truck was headed south, the hole being just across the centerline and in the opposite lane.

4. The hole was dug Friday afternoon of July 6th by the Pacific Telephone and Telegraph Company crew prospecting for a buried cable. Claude Cousins, superintendent for the Shirley G. Stone Company, was present at the time of the digging. The Shirley G. Stone Company is quasi sub-contractors on the project under Rogers Construction Company. The state inspector and the survey crew came along just a few minutes after the incident. None of them knew of the existance of the hole. However, they took measurements at this time.

5. There are no known witnesses to the accident.

6. B. L. Sellers lives at Banks. He owns a fleet of log trucks. He was driving the truck that wrecked. It is not known whether he usually drives one.

ASSIGNMENT

ly 27, 1956 No.6632 By wcw

Description: Copy of letter of July 24 by Francis E. Sturgis, attorney, Hillsboro, and Bob May's letter of July 26 to WCW regarding claim of B. L. Sellers

Acknowledged by_____ Referred to Cooper

__Investigate and report with recommendation
XXSuch action as necessary and report
__Comment or rec tion
__Return with t of reply
__Prepare nature of Mr.________
__Contact and report

HIGHWAY DEPARTMENT

MENT CORRESPONDENCE

PLEASE RETURN TO W. C. WILLIAMS

alem, Oregon
uly 26, 1956

SUBJECT: Claim of B. L. Sellers

office a copy of a letter addressed to Hare, Sturgis & Burdett, Attorneys at ehalf of a Mr. B. L. Sellers. I am of that letter.

egal action is threatened, and the vent the State Highway Commission may al that we have all of the facts of the if you will have an investigation made to other information we should ascertain

ther the section of road involved was open traffic.

What signs, flagmen or other warning devices had been provided by the contractor.

3. An accurate description of the site of the incident, including depth of the hole, location of the hole, etc.

4. Whether any highway department personnel had knowledge of the hole and if so whether the contractor had been notified.

5. The names of any witnesses to the incident.

6. Whether or not Mr. Sellers had traveled on the section of highway prior to the incident and thus knew or should have known of the condition of the road.

7. Any other facts or information which can be obtained.

Bob May

ROBERT L. MAY, JR.
Assistant Counsel

RECEIVED
JUL 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RLM:br
Encls.

PLEASE RETURN TO W. C. WILLIAMS

W. C.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1956

SUBJECT: Claim of B. L. Sellers

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

You have referred to this office a copy of a letter addressed to Rogers Construction Company by Hare, Sturgis & Burdett, Attorneys at Law, setting forth a claim on behalf of a Mr. B. L. Sellers. I am enclosing herewith a photocopy of that letter.

Since the institution of legal action is threatened, and the letter indicates that in such event the State Highway Commission may be named a party, it is essential that we have all of the facts of the matter. It will be appreciated if you will have an investigation made for that purpose. In addition to other information we should ascertain the following:

1. Whether the section of road involved was open to traffic.
2. What signs, flagmen or other warning devices had been provided by the contractor.
3. An accurate description of the site of the incident, including depth of the hole, location of the hole, etc.
4. Whether any highway department personnel had knowledge of the hole and if so whether the contractor had been notified.
5. The names of any witnesses to the incident.
6. Whether or not Mr. Sellers had traveled on the section of highway prior to the incident and thus knew or should have known of the condition of the road.
7. Any other facts or information which can be obtained.

Robert L. May

ROBERT L. MAY, JR.
Assistant Counsel

RECEIVED
JUL 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RLM:br
Encls.

FORM 230—12½M—6-55—98209

PLEASE RETURN TO W. C. WILLIAMS

W. C.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1956

SUBJECT: Claim of B. L. Sellers

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

You have referred to this office a copy of a letter addressed to Rogers Construction Company by Hare, Sturgis & Burdett, Attorneys at Law, setting forth a claim on behalf of a Mr. B. L. Sellers. I am enclosing herewith a photocopy of that letter.

Since the institution of legal action is threatened, and the letter indicates that in such event the State Highway Commission may be named a party, it is essential that we have all of the facts of the matter. It will be appreciated if you will have an investigation made for that purpose. In addition to other information we should ascertain the following:

1. Whether the section of road involved was open to traffic.
2. What signs, flagmen or other warning devices had been provided by the contractor.
3. An accurate description of the site of the incident, including depth of the hole, location of the hole, etc.
4. Whether any highway department personnel had knowledge of the hole and if so whether the contractor had been notified.
5. The names of any witnesses to the incident.
6. Whether or not Mr. Sellers had traveled on the section of highway prior to the incident and thus knew or should have known of the condition of the road.
7. Any other facts or information which can be obtained.

Robert L. May

ROBERT L. MAY, JR.
Assistant Counsel

RECEIVED
JUL 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RLM:br
Encls.

HARE, STURGIS & BURDETT

Attorneys at Law

Hillsboro, Oregon

July 24, 1956

W C. WILLIAMS

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

I have been retained by Mr. B.L.Sellers to represent him in asserting a claim against you for leaving a deep hole in the fill which you constructed between McKay Creek bridge and the top of the hill by the Carl Peterson place on the Hillsboro-North Plains road.

On the 9th day of July, 1956, Mr. Sellers was driving a loaded log truck in a southerly direction on said section of this road, when the left front wheel went into a hole so deep that it caused the entire steering mechanism of the truck to buckle, with the result that Mr. Sellers sustained damage to his truck in the sum of $319.06.

There were no signs warning any vehicle of such a condition in the road surface; in fact, the only signs put up by your employ were a "Slow" sign some 500 yards to the north of the point of acci dent, and another sign saying "Equipment in Road." The dust on t fill was so heavy that there was no possible way for any person driving over the road to ascertain that there was a hole in the ro of the depth and nature that existed.

I herewith make demand for payment of the damages to Mr. Sellers' truck in the sum of $319.06 within ten days from this dat or pursuant to the Oregon tort statute, action will be filed to recover the damage; and if action is filed, we will ask for attorney's fees as provided by said law, in addition to loss of use of truck during the period of repair.

If settlement is made, Mr. Sellers will be willing to waive loss of use to get the matter amicably adjusted.

If I do not hear from you within ten days, I will assu you are denying liability on the claim, and will proceed to action to recover therefor.

I am mailing a copy of this letter to the Washington Co Court and to the Oregon State Highway Commission by reason o the fact that if action be filed, I believe both parties are necessary parties in the case.

Very truly yours,

FRANCIS E. STURGIS

FES:ij

RECEIVE
JUL 25 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1956
FOR FILING

S-194 (1)
4423

July 10, 1956

Mr. C. O. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on July 5, 1956 on Contract No. 4423, North Plains-Hillsboro Section, in Washington County, in connection with Federal Aid Project No. S-194(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

RECEIVED
SEP 19 1955
FOR FILING

2-1941

4422

6037

Washington County Court
Court House
Hillsboro, Oregon

Gentlemen:

In reply to your letter of August [illegible] regarding the Shadybrook-Hillsboro Road, I wish to advise that, while the contract for the section to which you refer was awarded by the Highway Commission on April [illegible], 1955, due to inclement weather, the contractor, Rogers Construction Company, was unable to prosecute this contract, and others which they have for highway construction. during the spring and early summer months.

In response to your letter, I instructed our Division Engineer, Mr. A. G. Skelton, to contact the contractor and in turn confer with the Washington County Court so that a satisfactory solution to the problem could be worked out. This I am told has been done, and the Rogers Construction Company has agreed to do everything required to leave the road in a safe and usable condition over the winter. The arrangement was accomplished through the cooperation of the County Court, which kindly consented to let Mr. Rogers use some 3/4"-0" rock they own at the North Plains junction of this road with the Sunset Highway, the material to be returned to the County during the 1956 construction season.

We appreciate your cooperation in this matter, and, while we regret we were unable to complete the project this year, we believe that ultimately a better road will result from not attempting to crowd the project through in a short construction season.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper
Mr. A. G. Skelton

HGS gm

Form A-130—10M—12-54

ASSIGNMENT

Date: **August 26, 1955** No. 6037 By WCW

Description: **Letter of August 22 from the County Court of Washington County regarding completion of North Plains-Hillsboro section of Shadybrook-Hillsboro Road.**

Acknowledged by____ Referred to Smith

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XX Return with rough draft of reply
__Prepare reply for signature of Mr.______
__Contact correspondent and report

Remarks: **Please expedite.** WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 9-16-55 Report Received________

---

of Washington

SBORO OREGON

MAUD BOSCO
Co. Treasurer
AUSTIN SCRAFF
Co. School Sup
HAL BARROW
Co. Surveyor
R. N. TORBE
Co. Clerk and Co.
ROB L. FURCH
Co. Juvenile Off
FRED L. COR
Co. Service Off
L. L. MacINTY
Co. Road Engineer and

st 22, 1955

NO
W. C.

PLEASE RETURN TO
W. C. WILLIAMS

shington County is very much interested
ederal Aid Project in Washington County
ection of the Shadybrook - Hillsboro
which Rodgers Construction Co. has
o the Court and the County Road Departme

. moved machinery onto this project
ason but failed to get the work under wa
y Department received notice from the
y had failed to carry out the work this
county had agreed to perform. ployees of the road department met with
Mr. Peterson, Resident Engineer for this project, and Mr. Peterson informed them that he was satisfied that Washington County had fulfille its obligation on the project.

The Court feels that due to the late date that the County Roa will be greatly inconvenienced because of the incompletion of this road A considerable amount of shoulder rock will have to be used to insure t patrons of the road a safe roadway. The local postal department has cau us no small amount of trouble during the frequent storms we have had du the summer. We earnestly urge that some action be taken at this time t will be satisfactory to Washington County.

REFERRED TO
Mr. Williams
By State Highway Engineer

please prepare an answer to this.

RECEIVED
AUG 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

County Judge

County Commissioner

County Commissioner ______

cc: John W. Cattrall, Engineer, County and City Relations

10M—12-54

ARRY M. SEABOLD
Co. Judge
JAS. LEWIS
Co. Commissioner
H. R. JOHNSON
Co. Commissioner
R. FRANK PETERS
Circuit Judge
GLEN HIEBER
District Judge
HELEN STEINKE
Co. Assessor
R. H. BUSCH
Tax Collector and Co. Sheriff

County of Washington
HILLSBORO OREGON

MAUD BOSCOW
Co. Treasurer
AUSTIN SCRAFFO
Co. School Supt.
HAL BARROW
Co. Surveyor
R. N. TORBET
Co. Clerk and Co. Re
ROB L. FURCHN
Co. Juvenile Off
FRED L. COR
Co. Service Offic
L. L. MacINTYR
Co. Road Engineer and

August 22, 1955

NO
W. C. W

PLEASE RETURN TO
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear sir:

The County Court for Washington County is very much interested in seeing the completion of the Federal Aid project in Washington County on the North Plains - Hillsboro section of the Shadybrook - Hillsboro Road this year. This project for which Rodgers Construction Co. has contracted is of vital interest to the Court and the County Road Departme

Rodgers Construction Co. moved machinery onto this project during the early part of this season but failed to get the work under wa We were informed that the Highway Department received notice from the contractor that Washington County had failed to carry out the work this county had agreed to perform. Employees of the road department met with Mr. Peterson, Resident Engineer for this project, and Mr. Peterson informed them that he was satisfied that Washington County had fulfilled its obligation on the project.

The Court feels that due to the late date that the County Roa will be greatly inconvenienced because of the incompletion of this road A considerable amount of shoulder rock will have to be used to insure t patrons of the road a safe roadway. The local postal department has cau us no small amount of trouble during the frequent storms we have had d the summer. We earnestly urge that some action be taken at this time th will be satisfactory to Washington County.

REFERRED TO
Mr. Williams
By State Highway Engineer

please prepare an answer to this.

RECEIVED
AUG 26 1955
OFFICE OF
STATE HIGHWAY ENGINEER

County Judge Harry M

County Commissioner HR J

County Commissioner ____________

cc: John W. Cattrall, Engineer, County and City Relations

NOTED
J. W. CATTR

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
[illegible]

Invoice No. 3972

Date June 16, 1

Your Req. No.

Billing Request No.

Credit distribution:

Washington County
Hillsboro, Oregon

RECEIVED
JUN 20 1955
ENGINEER
COUNTY & CITY RELATIONS

Advance Deposit	19,
Partial transfer county's share total cost. North Plain-Hillsboro Washington County FAS project, covered by agreement dated April, 1955	13,
To be retained	$ 6,

NOTED
Harold C. Ayers

ACKNOWLEDGMENT OF BILLING REQUEST

By ....

Secretary

gl
encl.

RECEIVED
JUN 2 1955
FOR FILING

194 (1)
4423

June 2, 1955

Rogers Construction Co.
11760 N. E. Glisan St.
Portland 16, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4423, which was awarded to you April 26, 1955 by the State Highway Commission, covering the North Plains-Hillsboro Section of the Shadybrook-Hillsboro Road in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
V. R. [illegible]

NOTED
Harold C. [illegible]

Invoice No. 38930

Date May 2, 1955

Your Req. No.

Billing Request No.

Credit distribution: 5

Washington County
Hillsboro, Oregon

Attn: County Court

Advance Deposit 18,

Partial transfer county's share total cost. N. Plains-Hillsboro, Washington County FAS project, covered by agreement dated April, 1955 12,

To be retained $ 6,

RECEIVED
[illegible] 1955
ENGINEER
[illegible] RELATIONS

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By ________________________________

R. H. Baldock
State Highway Engineer

NOTED
J. F. HAGEMANN

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. L. L. MacIntyre, County Engineer

NOTED
V. R. JONES

Salem, Oregon
April 26, 1955

FAS 629, Washington County

Mr. C. H. Maison
Accountant

NOTED
J. F. HAGEMANN

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Attached is Washington County Warrant #37577 in the amount of $18,400 in connection with the Hillsboro-North Plains county FAS project in Washington County.

John W. Cattrall
Engineer, County and City Relations

By

John D. Graham
Office Engineer

JDG:mm
Att.

JOHNSON
Co. Commissioner
R. FRANK PETERS
Circuit Judge
GLEN HIEBER
District Judge
HELEN STEINKE
Co. Assessor
R. H. BUSCH
Tax Collector and Co. Sheriff

County of Washington

HILLSBORO OREGON

MAUD BOSCOW
Co. Treasurer
AUSTIN SCRAFFORD
Co. School Supt.
HAL BARROW
Co. Surveyor
R. N. TORBET
Co. Clerk and Co. Reco
ROB L. FURCHNER
Co. Juvenile Offic
FRED L. CORN
Co. Service Officer
L. L. MacINTYRE
Co. Road Engineer and Roa

April 26, 1955

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Oregon State Highway Department
Salem, Oregon

Attention: John [illegible]. Cattrall
Engineer, County and City Relations

Dear Sir:

Enclosed find warrant in the amount of $18,400. to cover cash deposit for the North Plains-Hillsboro section FAS 629.

This is authority to use the approximate amount of $13,000 due Washing County on the Beaverton Junction-Progress project which was completed last year as the remainder of the amount to cover Washington County's payment of 20% for advance deposit.

Very truly yours,

WASHINGTON COUNTY COURT

Harry M. Seabold
County Judge

Jas Lewis
County Commissioner

H R Johnson
County Commissioner

NOTED
J. F. HAGEMAN

~~R~~ECEIVED
APR 27 1955
FOR FILING

[illegible]
4423

April 26, 1955

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

NOTED
J. Mc C.

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your proposal for the North Plains-Hillsboro Section of the Shadybrook-Hillsboro County Road, Washington County, for the sum of $139,875.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4423.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

of service desired;
otherwise this message will be
sent as a full rate telegram

FULL RATE TELEGRAM		$
DAY LETTER		S
NIGHT LETTER		E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERV
Check the class of service de
otherwise the message wi
sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 26, 1955
2:45 p.m.

Rogers Construction Co.
11760 N. E. Glisan Street
Portland, Oregon

Contract for North Plains-Hillsboro Section of Shadybrook-Hillsboro County Road, Washington County, for which you submitted low bid on April 14 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
C. W. Head
Files

Washington County.

Secretary

rn
Attach: 5

REFERRED TO
BY SECRETARY

to file

RECEIVED
APR 27 1955
FOR FILING

3-17-1(1)

4423

Salem, Oregon
April 21, 1955

Agenda Item 4-s

Maint. 227
Finance 85

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Washington County covering the North Plains-Hillsboro Section of the Hillsboro-Shadybrook Road, FAS 629, in Washington County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Washington County.

Secretary

m
Attach: 5

REFERRED TO
BY SECRETARY

FORM E-30 25M 9-51 52215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
APR 19 1955
4-S

Salem, Oregon
April 5, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

~~Williams please [illegible]~~

Glaisyer

Attached are three copies of an agreement covering the North Plains-Hillsboro Section of the Hillsboro-Shadybrook Road, FAS 629, in Washington County.

Two copies of the agreement have been signed by the Court and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on August 9, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

4 copies of [illegible] A in [illegible]

[illegible] ✓ [illegible] A

2 copies of [illegible] "A" for signature

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION

DATE
W H Glancy

Bids are to be received 4-14-55

RECEIVED
APR 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 22 1955
FOR FILING

S-194 (1)
4423

April 21, 1955

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Washington County one fully executed copy each of a Maintenance and Finance Agreement between the State Highway Commission and Washington County covering the North Plains-Hillsboro Section of the Hillsboro-Shadybrook Road, FAS 629, in Washington County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 18 1955
FOR FILING

S-194 (1)
4423

April 15, 1955

Rogers Construction, Co.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted
bid in the amount of $139,875.50 for grading, paving and stone ba
the North Plains-Hillsboro Section of the Shadybrook -Hillsboro C
Road in Washington County, which was the low bid received for t
job. The Commission referred the bid to the Engineer with auth
to award the contract to you as soon as certain conditions have be
satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Prebert
R. G. Savage, SIAC

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

April 15, 1955

Washington County Court
Court House
Hillsboro, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On April 14th the Highway Commission received a satisfactory bid from Rogers Construction Company of Portland for construction of the North Plains-Hillsboro section of FAS 629. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to signing of a contract. The amount of this deposit is as follows:

Bid Items	$139,875.50
12-1/2% Engineering & Contingencies	17,484.44
Estimated Total Cost...	$157,359.94

Advance Deposit of 20% = $31,472 or say $ 31,400.00

As Washington County has a refund of approximately $13,000 due on the Beaverton Junction-Progress project completed last year, a cash deposit of $18,400 is all that is required at this time. Please make this deposit by means of a warrant or check in the amount of $18,400 payable to the Oregon State Highway Commission, forwarding same to this office. This deposit should be accompanied by a letter authorizing the Highway Commission to retain the refund due on the Beaverton Junction-Progress project and to apply same towards the deposit required for the North Plains-Hillsboro project. Upon receipt of said letter and cash deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. L. L. MacIntyre, County Engineer

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Memo to J. W. Nash
2/10/55

J. F. [illegible]

North Plains-Hillsboro Section
FAS Route 629

NOTED
Harold C. Ayers

This project extends from the Sunset State Highway at North Plains southerly to the northerly city limits of Hillsboro. The existing road is a medium type bituminous wearing surface 20 feet in width which has proven too light to support the type and volume of traffic using this route.

The proposed project is to grade and drain, place additional base material, and construct an asphaltic concrete pavement 20 feet in width with 4-foot shoulders. Four sharp curves are to be improved with the balance of the project generally following the existing alignment. In order to limit the costs of the FAS project to available FAS funds Washington County, using county forces at county expense, will perform the following work components in connection with this project:

1. All required clearing and grubbing.
2. Remove sod from existing shoulders.
3. Clean out and reshape existing ditches where said ditches are to be used as part of reconstructed project.
4. Furnish and place all required culvert pipe .
5. Furnish and place all required shoulder rock.

A 94-foot pile trestle bridge over McKay Creek is located within the limits of the project. Washington County will reconstruct this bridge without Federal cooperation.

This road serves as a direct connecting route between Hillsboro and the Sunset State Highway in addition to giving direct service to suburban residences immediately north of Hillsboro and farms adjacent to the road throughout its entire length.

Funds F. 99,000
C. 33,000
S. 33,000
T. 165,000

Wash. Co.
4.7 Miles

JFH:mm

November 8, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Office Engineer
County & City Relations

Dear Sir:

We are transmitting herewith Acting Deputy Commissioner of the Bureau of Public Roads' G. M. Williams' letter approving the Federal-aid urban primary system in the Hillsboro urban area effective October 22, 1954.

This approval requires a minor revision of the descriptions of FAS Routes 629, 632 and 650 to show change in terminal connections from FAP Route 32 to FAUP Route 130 032. This change has been made in ink on all Bureau of Public Roads files relative these descriptions. Your records should be corrected accordingly.

Very truly yours,

C. G. POLK
District Engineer

By

R. E. McMULLEN
Program & Planning Engineer

Encls.

RECEIVED
NOV 9 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

October 11, 1954

Washington County Court
Court House
Hillsboro, Oregon

NOTED
V. R. JONES

NOTED
J. F. HAGEMANN

Gentlemen:

This is to advise that the revision of FAS 629 immediately north of Hillsboro, as shown on the map signed by the Court on September 23, 1954, has been approved by the Bureau of Public Roads effective October 5, 1954. Please revise your maps of the FAS System accordingly.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

cc: Mr. L. L. MacIntyre, County Engineer

October 7, 1954

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: County and City Relations

Dear Sir:

We are transmitting herewith Acting Division Engineer F. E. Andrews October 5, 1954 letter through this office approving the revision of Route FAS 629 of the Federal-aid Secondary Highway System as a minor system change.

Supplemental Tabulation No. 89 showing the initial system approval and present revision date is included.

Please furnish this office with the usual number of revised copies of system description pages to complete the action in our records.

Very truly yours,

C. G. POLK
District Engineer

Encls.

RECEIVED
OCT 8 1954
OREGON
STATE HIGHWAY COMMISSION

Supplemental Tabulation No.

Road Designation		Brief Description of Road and Termini	County	Mileage on State Highway System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
629	--	FAHP Rte 130-132 From ~~FA Route 32~~ in Hillsboro, northerly via North Plains to a county road junction at Shadybrock	Washington	--	8.55	8.55

RRY M. SEABOLD
Co. Judge
JAS. LEWIS
Co. Commissioner
H. R. JOHNSON
Co. Commissioner
R. FRANK PETERS
Circuit Judge
GLEN HIEBER
District Judge
HELEN STEINKE
Co. Assessor
R. H. BUSCH
Tax Collector and Co. Sheriff

County of Washington
HILLSBORO, OREGON

MAUD BOSCOW
Co. Treasurer
AUSTIN SCRAFFORD
Co. School Supt.
HAL BARROW
Co. Surveyor
R. N. TORBET
Co. Clerk and Co. Recorder
ROB L. FURCHNER
Co. Juvenile Officer
FRED L. CORN
Co. Service Officer
L. L. MacINTYRE
Co. Road Engineer and Road Master

September 24, 1954

FAS 629
Wash Co

Mr. John W. Cattrall
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Cattrall:

Enclosed find map with Washington County Court approval for revision in the routing of FAS 629.

The traffic count on this revised route averages between 1300 and 1700 vehicles each 24 hour period.

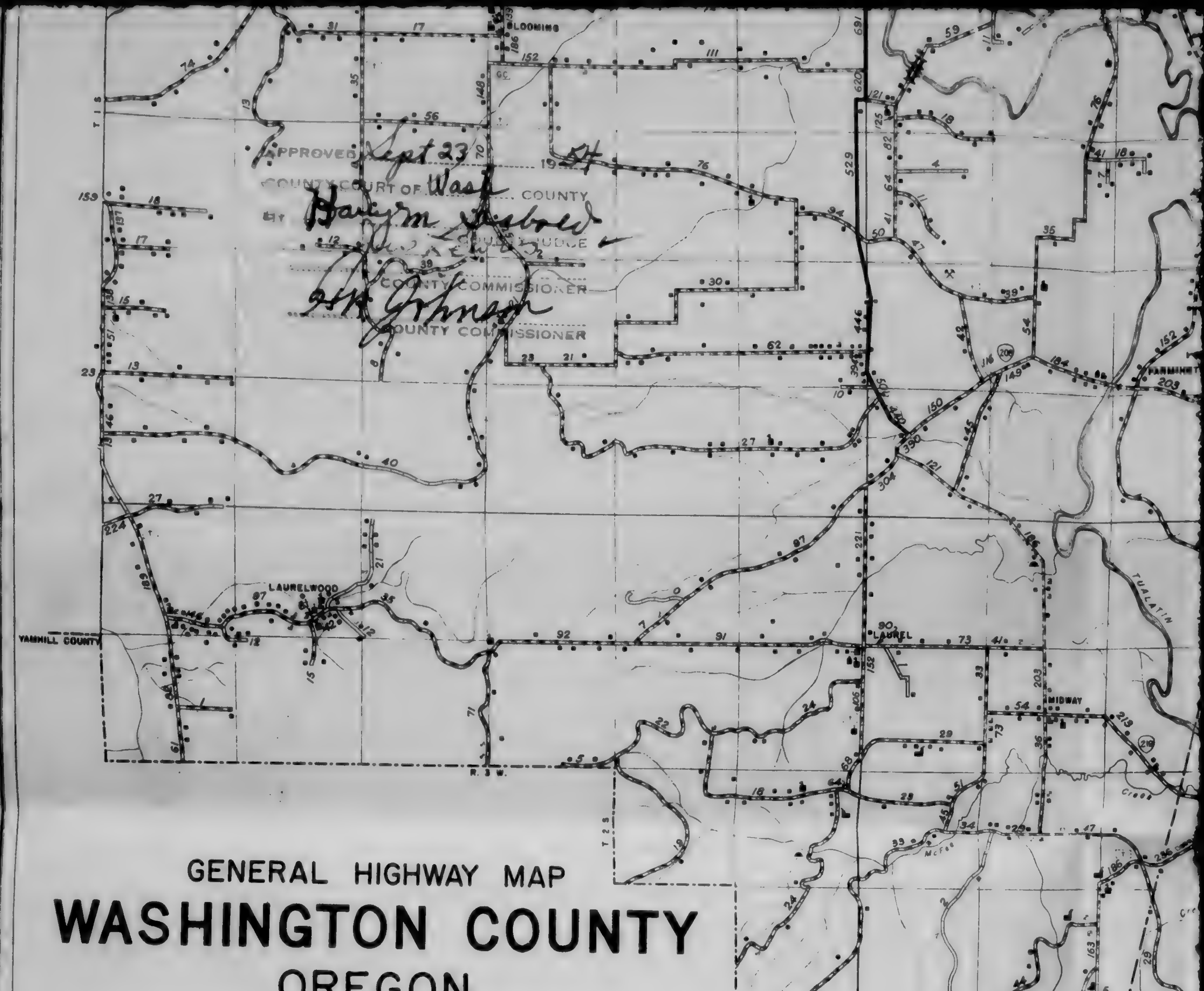
Yours truly,

L. L. MacIntyre
L. L. MacIntyre
County Engineer

LLM/as

RECEIVED
SEP 27 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN


BLOOMING
LAURELWOOD
YAMHILL COUNTY
LAUREL
MIDWAY
TUALATIN
REEDVILLE
To Newberg
T. 1 S.
T. 2 S.
R. 3 W.
LEGEND

APPROVED Sept 23 1954

COUNTY COURT OF Wash COUNTY

BY Harry M Seabold COUNTY JUDGE

COUNTY COMMISSIONER

J H Johnson

COUNTY COMMISSIONER

GENERAL HIGHWAY MAP

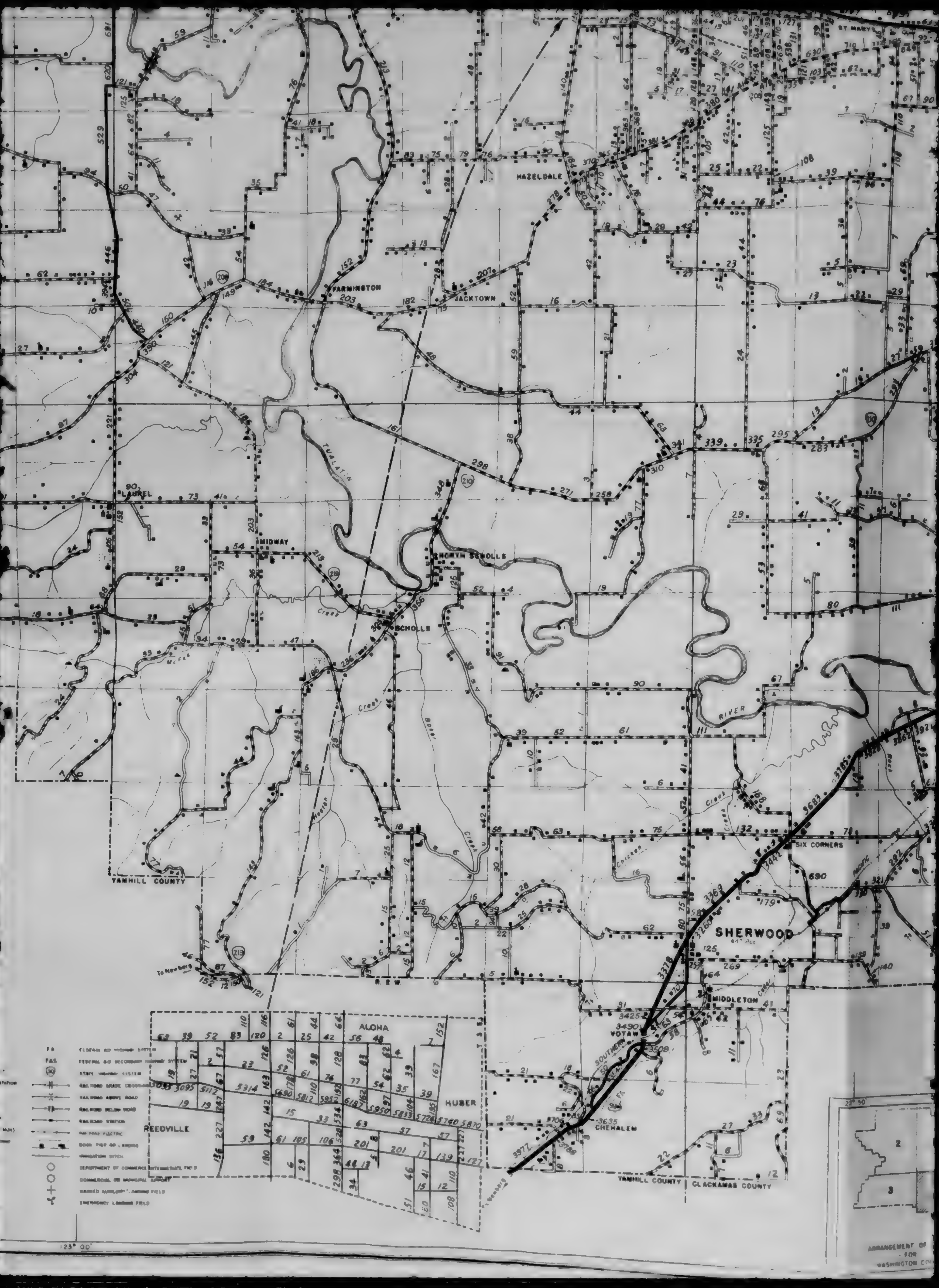
WASHINGTON COUNTY

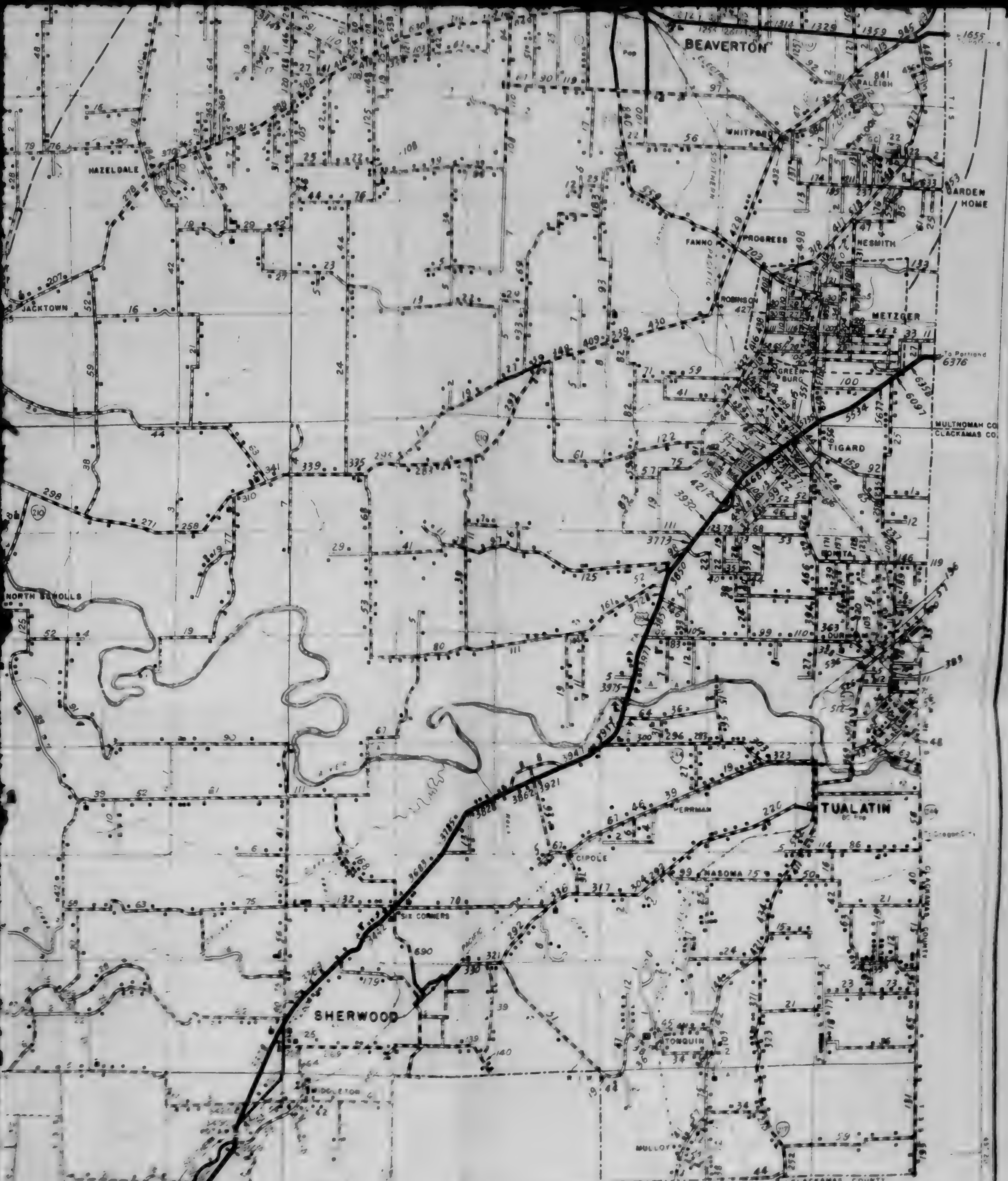
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE

1936
REVISED 1939


ST MARYS
HAZELDALE
FARMINGTON
JACKTOWN
LAUREL
MIDWAY
NORTH SCHOLLS
SCHOLLS
TUALATIN
RIVER
McFee
Creek
Chicken
Cedar
SIX CORNERS
SHERWOOD
MIDDLETON
VOTAW
CHEHALEM
SOUTHERN
PACIFIC
YAMHILL COUNTY
CLACKAMAS COUNTY
To Newberg
R 2 W
T 3 S
ALOHA
HUBER
REEDVILLE
FA
FEDERAL AID HIGHWAY SYSTEM
FAS
FEDERAL AID SECONDARY HIGHWAY SYSTEM
STATE HIGHWAY SYSTEM
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
RAILROAD STATION
RAILROAD ELECTRIC
DOCK PIER OR LANDING
IRRIGATION DITCH
DEPARTMENT OF COMMERCE INTERMEDIATE FIELD
COMMERCIAL OR MUNICIPAL AIRPORT
MARKED AUXILIARY LANDING FIELD
EMERGENCY LANDING FIELD
123° 00'
2
3
ARRANGEMENT OF
FOR
WASHINGTON CO


BEAVERTON
RALEIGH
WHITFORD
HAZELDALE
GARDEN HOME
FANNO
PROGRESS
NESMITH
JACKTOWN
ROBINSON
METZGER
GREENBURG
To Portland
6376
MULTNOMAH CO.
CLACKAMAS CO.
TIGARD
NORTH SCHOLLS
DURHAM
TUALATIN
To Oregon City
CIPOLE
NASOMA
SIX CORNERS
SHERWOOD
TONQUIN
MULLOY
CLACKAMAS COUNTY
1
2
3
4
SHEET 4 OF 4

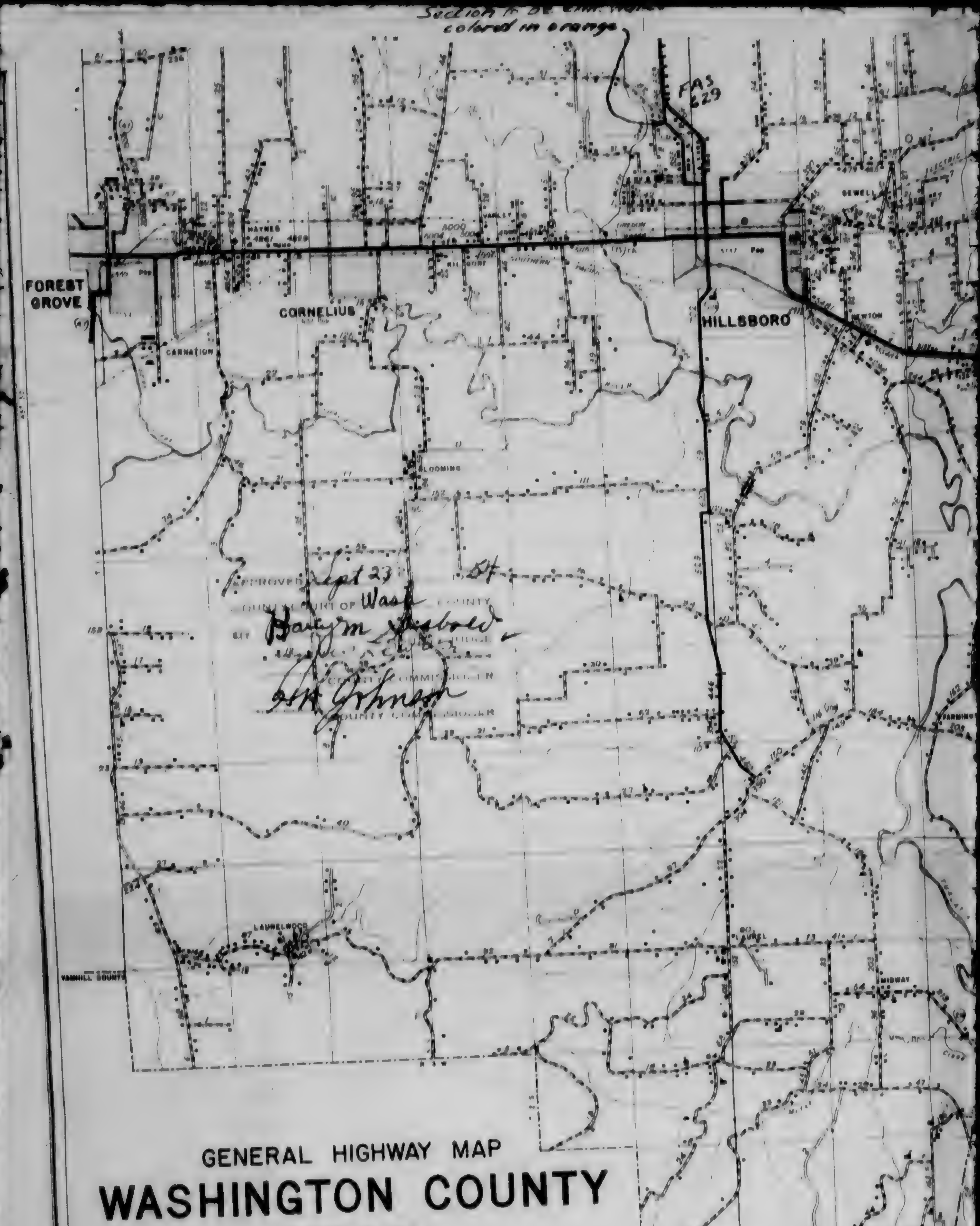
TRAFFIC VOLUME

FIGURES PARALLELING ROAD BAND ARE THE 1941 ANNUAL DAILY TRAFFIC VOLUMES AND APPLY TO THE SECTION OF ROAD BETWEEN ROAD JUNCTIONS AS SHOWN

S.T. No. 89

WASHINGTON COUNTY OREGON 34

Section to be [illegible] colored in orange

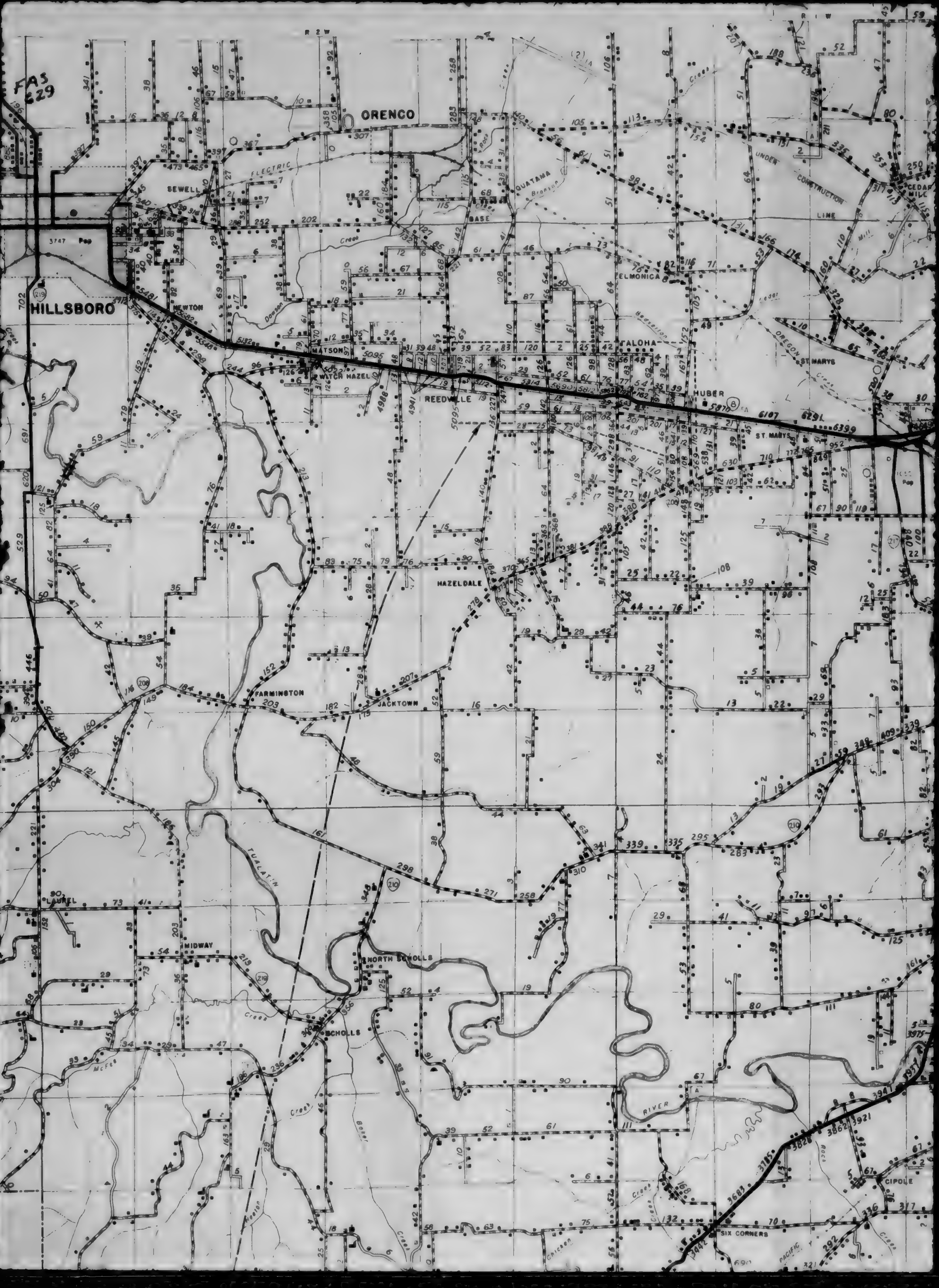

FAS 229
FOREST GROVE
CORNELIUS
HILLSBORO
CARNATION
HAYNES
SEWELL
NEWTON
BLOOMING
LAURELWOOD
LAUREL
MIDWAY
FARMINGTON
YAMHILL COUNTY
N

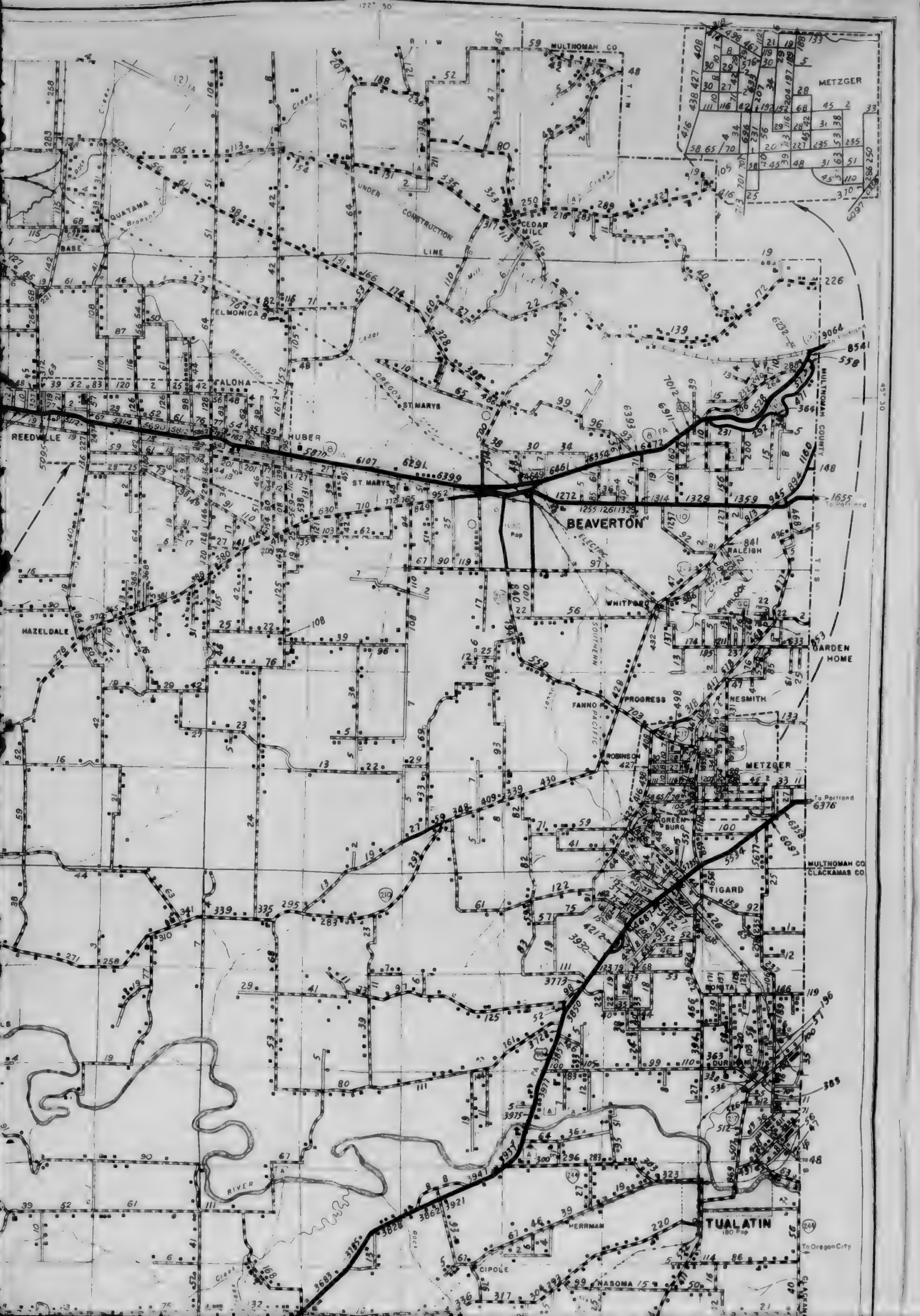
APPROVED Sept 23 54
COUNTY COURT OF Wash COUNTY
Harry M [illegible]
COUNTY JUDGE
COUNTY COMMISSIONER
H Johnson
COUNTY COMMISSIONER

GENERAL HIGHWAY MAP
WASHINGTON COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF AGRICULTURE

FAS 629


ORENCO
HILLSBORO
SEWELL
NEWTON
ELECTRIC
QUATAMA
BASE
ELMONICA
UNDER CONSTRUCTION LINE
CEDAR MILL
ALOHA
MATSON
WITCH HAZEL
REEDVILLE
HUBER
ST. MARYS
OREGON
HAZELDALE
FARMINGTON
JACKTOWN
TUALATIN
LAUREL
MIDWAY
NORTH SCHOLLS
SCHOLLS
RIVER
McFee
SIX CORNERS
CIPOLE
PACIFIC
R 2 W
Bronson
Beaverton
Dawson
Creek
Chicken
Mill
208
210
216
217
219
8


122° 30'
R 1 W
MULTNOMAH CO
T 1 N
METZGER
QUATAMA
BABE
UNDER CONSTRUCTION LINE
CEDAR MILL
ELMONICA
ALOHA
REEDVILLE
HUBER
ST. MARYS
OREGON ELECTRIC
BEAVERTON
RALEIGH
WHITFORD
HAZELDALE
SOUTHERN PACIFIC
GARDEN HOME
FANNO
PROGRESS
NESMITH
ROBINSON
METZGER
GREEN BURG
To Portland
MULTNOMAH CO
CLACKAMAS CO
TIGARD
BONITA
DURHAM
RIVER
HERRMAN
CIPOLE
NASOMA
TUALATIN
180 Pop
To Oregon City
MULTNOMAH COUNTY
45° 30'
T 1 S
9064
8541
558
6399
6376

S-159(2) Linn Co. Rds. Oiling Project 1955
on 4 Co. Roads
#4424

A-180—10M—9-55

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

INVOICE
Oregon State Highway Department
SALEM, OREGON

Contract 4030
Project S-178(2), -159(2), -160(2) & -188(1)

Invoice No. **45711**

Date June 19, 1956

Your Req. No.

Billing Request No. co-245

Credit distribution: 522-1055-297

Linn County
Albany, Oregon

Attn: County Court

Final billing County's share total cost of Linn County Oiling Project, FAS 214, 575, 576, and 595. Covered by agreement dated April, 1955.

Original Advance Deposit	18,100.00	
Less: Amount previously transferred	14,100.00	
Balance Advance Deposit		4,000.00
County share of total costs as per attached	15,180.35	
Less: Amount previously transferred	14,100.00	
Balance due		1,080.35
To be retained		$2,919.65

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $________________

By________________________________

State Printing 88944

NOTED
Harold C. Ayers

June 18, 1956

Linn County Court
Courthouse
Albany, Oregon

NOTED
J. W. CATTRALL

NOTED
J. F. [illegible]

Gentlemen:

Final costs are now available for the Linn County FAS Oiling Project on FAS 214, 575, 576, and 595 and it has been determined that the agreed County share of these costs is $15,180.35 (see attached statement). As the County initially deposited $18,100 a refund of $2,919.65 is due. As per your request this refund is being retained to apply towards the County's share of future FAS projects.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Linn

Contract No. 4424

Date 6/15/56

FAS 575, 576, 5[illegible], and 2[illegible]4

Section Linn County Oiling. Completed [illegible]

PAYMENTS TO CONTRACTOR

	Item	Unit	Unit Price	Total Qty.	Total Cost
1.	Preparation of base	mile	$100.00	12.43	$ 1,243.[illegible]
2.	3/4"-0 material in binder course	c.y.	3.42	1,483	5,07[illegible]
3.	Furnish & place aggregates	c.y.	3.67	7,513	27,572.71
4.	" " " RC 3 asphalt	ton	38.[illegible]	221.[illegible]	8,423.[illegible]
5.	" " " 150-200 asphalt	ton	36.00	521.07	18,758.52
6.	" " " RS-2 asphalt	ton	[illegible]	134.49	6,17[illegible]
7.	3/4"-0 material in shoulders	c.y.	3.75	1,314	4,927.50
8.	Sprinkling	M gal.	2.[illegible]0	427.5	[illegible]

Subtotal....	$73,33[illegible].27
Construction Engineering....	4,611.03
Install Permanent Signs....	252.4[illegible]
TOTAL CONSTRUCTION COSTS...	$78,194.7[illegible]
FEDERAL FUNDS COLLECTED FOR PROJECT...	$47,834.00

AGREED COUNTY SHARE TOTAL COSTS

50% of difference between total costs and Federal Funds

($78,[illegible] - $47,834) ÷ 2 = $1[illegible],[illegible].35

County Advance Deposit	$18,[illegible].00
Less County Share Total Costs	15,[illegible].35
REFUND DUE LINN COUNTY.......	$ 2,[illegible]

2/22/56

FAS ____ County ____________________ Contract No. ______

Section ______________________________

Location ______________________________

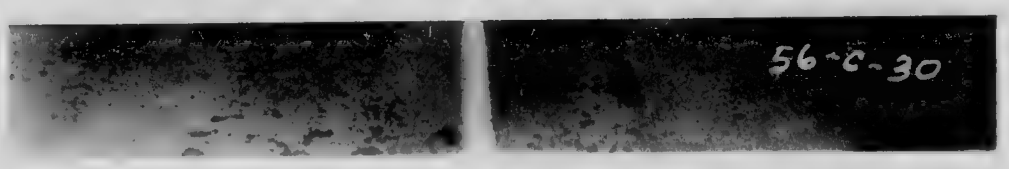
____

FAS [illegible] County [illegible] Contract No. [illegible]

Section

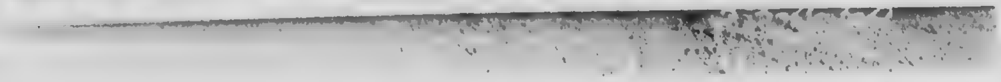
Location [illegible]

56-C-29


56-C-30

56-C-31

55-F-190



FAS _____ County ____________________ Contract No. _______

Section ____

Location _______________________________________

____

56-C-30
56-C-31
56-C-140

56-C-31
55-E-140

53-G-140

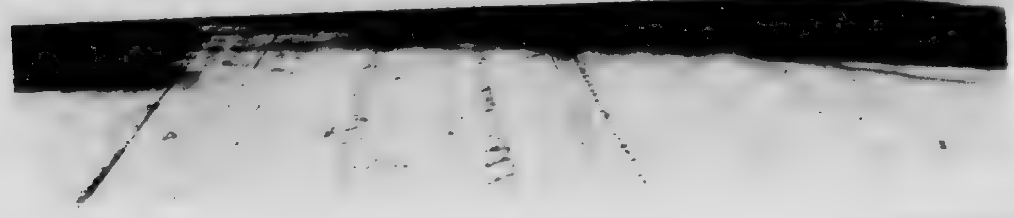
53-6-27

FAS [illegible] County [illegible] Contract No. [illegible]

Section

Location [illegible]

[illegible]



FAS [illegible]

Section

Locatio

53-2-62

1956

FAS 57

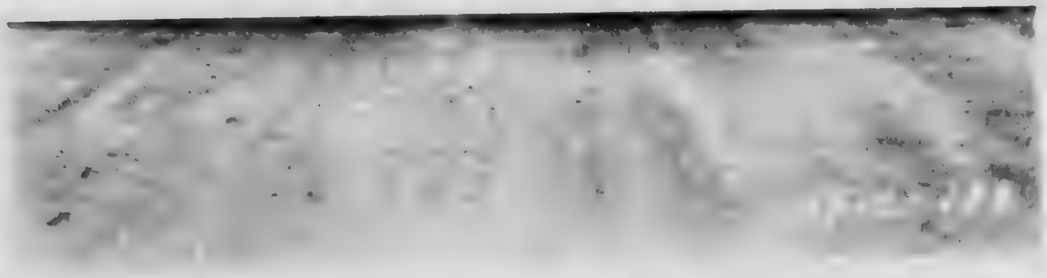
Sectio

Locati

FAS 24 County Linn Contract No. ______

Section [illegible]

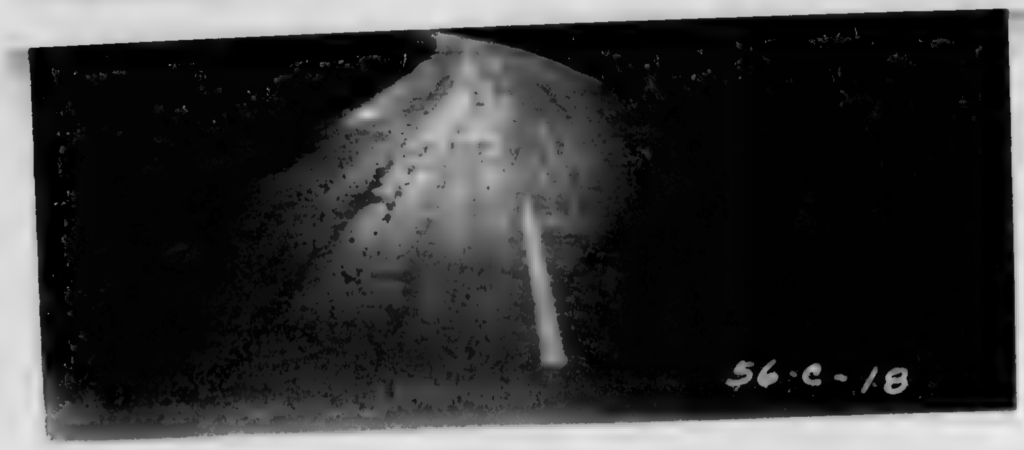
Location [illegible]



FAS 2

Secti

Locat

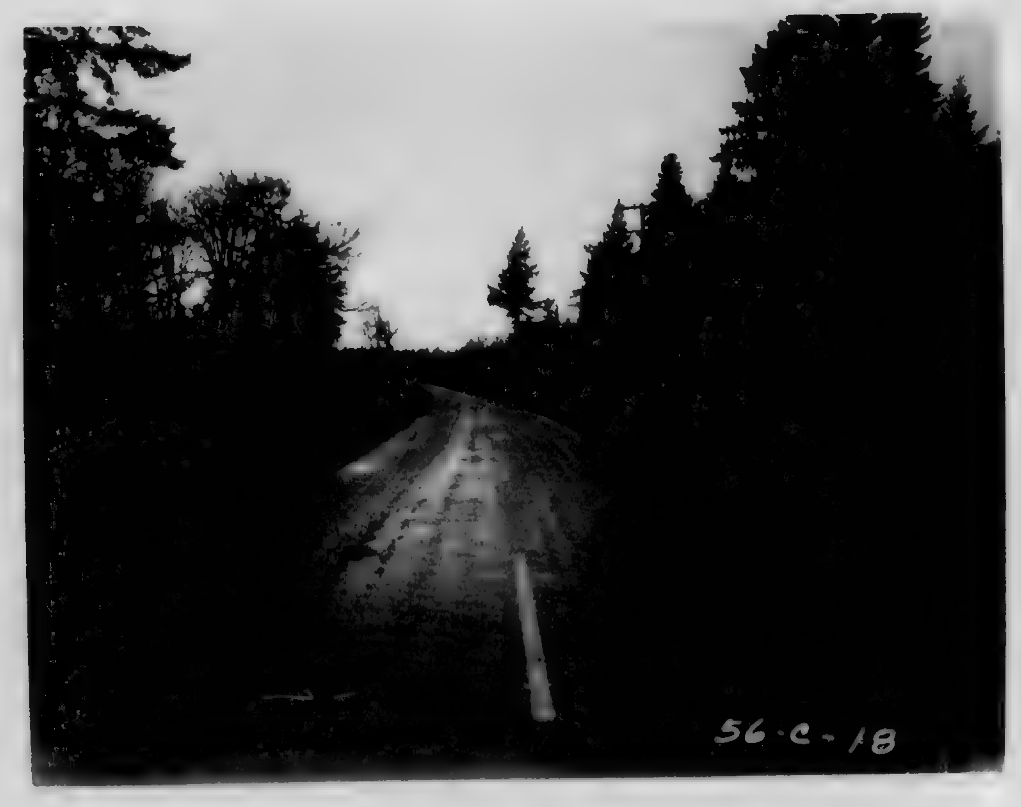


56-C-18

FAS 2

Secti

Locat



56-C-18

RECEIVED
DEC 19 1955
FOR FILING

December 13, 1955

FINAL COST ANALYSIS

Linn Co. Roads Oiling Projects
Contract No. 4424

Oiling Project

County Roads #214, 576, 575 & 595
Prefix: 522-1055

Oregon Asphalt Co., Contractor
S. F. Walters, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	12.43	Mile	$100.00	$87.80	$ 1,091.43	$ 1,243.00
3/4-0 Material in Binder Course	1483	C.Y.	3.42	3.25	4,814.20	5,071.86
Furn. & Place Aggregate	7513	C.Y.	3.67	3.49	26,257.00	27,572.71
Furn. & Place RC-3 Asphalt	221.66	Ton	38.00	37.79	8,375.58	8,423.08
Furn. & Place 150-200 Asphalt	521.07	Ton	36.00	35.00	18,240.65	18,758.52
Furn. & Place RS-2 Asphalt	154.49	Ton	40.00	38.18	5,898.32	6,179.60
3/4-0 Mat'l. in Shoulders	1314	C.Y.	3.75	3.51	4,613.06	4,927.50
Sprinkling	427.5	M-Gal.	2.00	1.77	755.82	855.00
					$ 70,046.06	$ 73,031.27

Gross Revenue	$73,031.27
Total Cost	70,046.06
Profit	$ 2,985.21

Net Profit equals 4% of Gross Revenue

Reve [illegible]

ost [illegible]

ofit [illegible]

ofit equals [illegible]

DETAIL OF COST

Linn County Roads Oiling Projects
Contract No. 4424

Supervision					$ 750.00	
Labor					9,070.88	
Labor Ins.					653.99	
Health and Welfare					328.10	$ 10,802.97
Materials:						
RC-3 Asphalt	221.66	Tons	at	$ 25.75	5,707.75	
150-200 Asphalt	521.07	Tons	"	22.50	11,724.08	
RS-2 Asphalt	154.49	Tons	"	25.20	3,893.15	
Freight on Asphalt	897.22	Tons	"	3.40	3,050.55	
Rock Purchased from Taggart	8872	C.Y.	"	2.00	17,744.00	
Rock Purchased Doherty	1484	C.Y.	"	2.50	3,710.00	45,829.53
Equipment Rentals & Misc. Supplies:						
Equipment Rental Owned					5,121.41	
Equipment Rental Hired (Fully Operated)					5,039.71	
Gas, Oil & Grease					1,594.83	
Bond					547.73	
PUC					100.00	
PL & PD Ins.					122.76	
Small Tools & Misc. Supplies					95.00	
Home Office & Gen. Overhead					292.12	
Move in Freight & Cartage					500.00	13,413.56
						$ 70,046.06

Linn County Roads Oiling Projects
Contract No. 4424

Remarks:

This was a Federal Aid Secondary Project calling for 12.43 miles of Oil Mat Wearing Surface Type 0-11, on four County Roads in Linn County.

The contract was bid April 13, 1955, awarded April 27, work started August 4, and the project was completed October 7, 1955.

The contractor moved in two blades and a tractor with broom attachments to prepare the base. Good progress was made on this item and a good profit was realized.

The oiling operation started August 4, 1955, using one Distributor, two Graders, two Rollers, and an average of twelve 6 & 8 C.Y. Trucks. The oiling of the roadway was completed August 18, 1955. The shoulder oiling was deferred at the time the oil mat was placed due to other oiling commitments. The shoulder oiling started October 5 and the project completed October 7, 1955.

The crushed material was purchased from J. R. Taggart and P. B. Doherty crushing contractors who were within 7.5 to 8 miles of the oiling projects.

The contractor had good bid prices, good equipment and supervision, but due to high prices for crushed material, only a small profit was realized.

By - - George Kayser

RECEIVED
DEC 15 1955
FOR FILING

S-139 (B)
4424

C. W. [illegible]

December 13, 1955

FINAL COST ANALYSIS

Linn Co. Roads Oiling Projects
~~Contract No. 4424~~

Oiling Project

County Roads #214, 576, 575 & 595
Prefix: 522-1055

Oregon Asphalt Co., Contractor
S. F. Walters, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Base	12.43	Mile	$100.00	$87.80	$ 1,091.43	$ 1,243.00
3/4-0 Material in Binder Course	1483	C.Y.	3.42	3.25	4,814.20	5,071.86
Furn. & Place Aggregate	7513	C.Y.	3.67	3.49	26,257.00	27,572.71
Furn. & Place RC-3 Asphalt	221.66	Ton	38.00	37.79	8,375.58	8,423.08
Furn. & Place 150-200 Asphalt	521.07	Ton	36.00	35.00	18,240.65	18,758.52
Furn. & Place RS-2 Asphalt	154.49	Ton	40.00	38.18	5,898.32	6,179.60
3/4-0 Mat'l. in Shoulders	1314	C.Y.	3.75	3.51	4,613.06	4,927.50
Sprinkling	427.5	M-Gal.	2.00	1.77	755.82	855.00
					$ 70,046.06	$ 73,031.27

W. C. [illegible]

Gross Revenue	$73,031.27
Total Cost	70,046.06
Profit	$ 2,985.21

Net Profit equals 4% of Gross Revenue

DETAIL OF COST

Linn County Roads Oiling Projects
Contract No. 4424

Supervision				$ 750.00	
Labor				9,070.88	
Labor Ins.				653.99	
Health and Welfare				328.10	
					$ 10,802.97
Materials:					
RC-3 Asphalt	221.66	Tons at	$ 25.75	5,707.75	
150-200 Asphalt	521.07	Tons "	22.50	11,724.08	
RS-2 Asphalt	154.49	Tons "	25.20	3,893.15	
Freight on Asphalt	897.22	Tons "	3.40	3,050.55	
Rock Purchased from Taggart	8872	C.Y. "	2.00	17,744.00	
Rock Purchased Doherty	1484	C.Y. "	2.50	3,710.00	
					45,829.53
Equipment Rentals & Misc. Supplies:					
Equipment Rental Owned				5,121.41	
Equipment Rental Hired (Fully Operated)				5,039.71	
Gas, Oil & Grease				1,594.83	
Bond				547.73	
PUC				100.00	
PL & PD Ins.				122.76	
Small Tools & Misc. Supplies				95.00	
Home Office & Gen. Overhead				292.12	
Move in Freight & Cartage				500.00	
					13,413.56
					$ 70,046.06

Linn County Roads Oiling Projects
Contract No. 4424

Remarks:

This was a Federal Aid Secondary Project calling for 12.43 miles of Oil Mat Wearing Surface Type O-11, on four County Roads in Linn County.

The contract was bid April 13, 1955, awarded April 27, work started August 4, and the project was completed October 7, 1955.

The contractor moved in two blades and a tractor with broom attachments to prepare the base. Good progress was made on this item and a good profit was realized.

The oiling operation started August 4, 1955, using one Distributor, two Graders, two Rollers, and an average of twelve 6 & 8 C.Y. Trucks. The oiling of the roadway was completed August 18, 1955. The shoulder oiling was deferred at the time the oil mat was placed due to other oiling commitments. The shoulder oiling started October 5 and the project completed October 7, 1955.

The crushed material was purchased from J. R. Taggart and P. B. Doherty crushing contractors who were within 7.5 to 8 miles of the oiling projects.

The contractor had good bid prices, good equipment and supervision, but due to high prices for crushed material, only a small profit was realized.

By - - George Kayser

FORM E-123 50M REVISED 2-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 13, 1955

NOTED
J. W. CATTRALL

Mr. C. G. Polk, District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

RE: Linn County Secondary Projects
S-159(2), Knox Butte Section Fas 575
S-178(2), Fairview-Collins Corner Section Fas 214
S-178(1), McDowell Creek Bridge Fas 214

Dear Mr. Polk:

This is to advise that "Narrow Bridge" signs have been placed in connection with projects S-159(2), S-178(2); and the easterly approach fill to the McDowell Creek Bridge, S-178(1), has been widened as requested in your letter of November 10th.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JFH:mm

cc: J. W. Cattrall
Forrest Cooper

RECEIVED
DEC 14 1955

NOTED
J. W. GATTRALL

Salem, Oregon
December 12, 1955

Assignment No. 6208

Mr. W. C. Williams
OFFICE

NOTED
Harold C. Ayers

Attached is a suggested letter to C. G. Polk, B.P.R. District Engineer, re signing narrow bridges on county FAS projects S-159(2) and S-178(2), and widening approach fill on S-178(1). The work was performed by Linn County. This completes Assignment No. 6208.

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm
Att.

NOTED
J. F. HAGEMANN

FORM 560 5UM 6-56 85965

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
J. W. CATTRALL

Salem, Oregon
November 16, 1955

SUBJECT:

To:

Mr. Forrest Cooper
Construction Engineer

Attention: Mr. L. H. Young

Dear Sir:

Please refer to your letter and enclosures from the Bureau of Public Roads in regard to certain deficiencies in carrying out agreements on Linn County F.A.S. Routes Nos. 214 and 575.

These requirements in this instance are for signing at narrow bridge structures and a State Force Order is being prepared and arrangements have been made with the Signing Department to take care of this work. This will be done in the near future.

As to their request that the fills at the end of the structure on McDowell Creek Bridge be widened, let me say that the contract was for the construction of the bridge only. It was the obligation of the County to place the approaches. However, we will get in touch with the County, either through my office or through the City and County Relations, and will advise them of the Bureau's request and ask them to take immediate steps toward widening the fills at the bridge ends.

Yours very truly,

J. D. Walker
Division Engineer

JDW:AN
cc Mr. John W. Cattrall

AND CITY RELATIONS DEPARTMENT

NOTED
Harold C. Ayers

NOTED
V. R. JONES

08-35

November 10, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Linn County Secondary Projects
S-159(2), Hardscrabble Hill Section Fas 575
S-178(2), Fairview-Collins Corner Sec. Fas 214
S-178(1), McDowell Creek Bridge Fas 214

Dear Sir:

Our approval of the sketch maps, subject projects, was conditioned upon the installation of adequate signs and protective devices warning of the narrow bridges on the route until such time as new bridges are constructed.

On October 27, 1955 it was noted that, although the projects had been reported completed, warning signs were not in place.

It was also noted that the easterly approach fill, McDowell Creek Bridge, needed additional materials to provide full width at the bridge end.

Please advise when these conditions have been corrected.

Very truly yours,

C. G. POLK
District Engineer

NOTED
J. F. HAGEMANN

CC - County & City Relations

In phone conversation 11/10/55
Walter Larson, Co. Engr., advised
he would take care of above
subjects & advise this office when completed J. F. H.

Fas 214

B

RECEIVED
DEC 6 - 1955
FOR FILING

S-159 (2)
(CONTRACT NO.)
4424

OREGON STATE HIGHWAY DEPARTMENT
(date)
11-23

(EST. NO.) (CONTRACTOR)

4424 4 F Oregon Asphaltic Paving Co.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

23599 136959 $ 2,190.94 Nov. 23, 1955

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

ACCOUNTING DIVISION

Specified completion Date: 9-15-55

Time Extensions: to Oct. 7, 1955

Completion Date: 10-7-55

Date Accepted: 11-3-55

Penalties: none

Claims: none

Remarks:

Date: 11-25-55

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
ass't Secretary

Warrant Mailed: [illegible]

Ruth Rawlings

RECEIVED
NOV 23 1955
FOR FILING

4424

6

November 22, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 15, 1955 to October 31, 1955 within which to complete your contract No. 4424, covering the Linn County Roads Oiling Project on FAS Routes Nos. 214, 575, 576 and 595.

We are pleased to inform you that the Highway Commission granted your request to October 7, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

S. F. Walters,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
NOV 17 1955
FOR FILING

S-159(2)
4424

November 16, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4424 covering Linn County Roads Oiling Project on FAS Routes No. 214,575,576 and 595 was completed by the contractor, Oregon Asphaltic Paving Co., on October 7 and was formally accepted by the Highway Commis- on November 3, 1955.

Final payment in the amount of $2,190.94 will be released to the contractor on or after November 26, 1955. The total contract amount is $73,031.27 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate,Westenfelder & Berg,Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
NOV 14 1955
FOR FILING

5-159(2)

4424

B

November 10, 1955

CERTIFIED MAIL

Continental Casualty Company
310 South Michigan Avenue
Chicago 4, Illinois

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Oregon Asphaltic Paving Company on contract No. 4424, covering oiling on Linn County Roads, FAS Routes Nos. 214, 575, 576, 595, in Linn County.

This payment, in the amount of $8,770.16 will be released to contractor on or after November 21, 1955. The retained percentage is $2,190.94.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

NOTED ON CARD

RECEIVED
OCT 27 1955
FOR FILING

5-159(2)
4424

October 27, 1955

Request for extension of time
No. 29
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Oregon Asphaltic Paving Company for an extension of time on the Linn County Roads Oiling Project, Contract No. 4424, from September 15, 1955 to October 31, 1955.

This contractor had a subcontract for the oiling of the shoulders and seal coat on the Anlauf-Rice Hill Section of the Pacific Highway, and was requested to complete that job before finishing the subject contract. He actually completed the work on October 7, 1955, and I recommend that the extension be granted to that date without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

RECEIVED
OCT 14 1955
FOR FILING

S-159(2)
4424

October 12, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 7, 1955 on Contract No. 4424, Linn County Roads Oiling Project in Linn County, in connection with Federal Aid Project Nos. S-159(2), S-178(2), S-188(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrell

DBP:sch

Form E-1—1036

ORECON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Linn County Roads

For Week Ending Oct. 8, 1955, 19

Highway FAS Routes 214; 576; 575; 595

Kind of work Oiling

Contractor Oregon Asphaltic Paving Co.

Section prefix 522-1055

Date of contract April 27, 1955, 19

Contract number 4424

Date work started Aug. 4, 1955, 19

Date of completion Sept. 15, 1955, 19

Project authorization $ 90,504.00

Exclusive of Engineering $ 84,068.16

Estimated date of completion Oct. 15, 1955, 19

Per cent of time elapsed 116 %

164/141/

Estimated cost of completed project, exclusive of engineering $ 84,068.16

Per cent of contract completed, based on total contract price 90 %

Engineering authorization $ 6435.84

Engineering cost to date $ 3100, 48 %

Date project was completed Oct. 7, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor started Wednesday placing shoulder material on this project. This work was deferred at the time the oil mat was placed due to other oiling commitments and the latness of theseason and no urgency for the completion of this part of this project.

NOTED
H. C. SMITH

RECEIVED
OCT 11 1955
OFFICE OF
CONSTRUCTION ENG.

NOTED
L. H. Young

Signed SO Wallis

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		12.43		12.43	
Miles partially completed					
Miles completed		12.43		12.43	
Total estimated quantities		2,200		9,000	
Estimated quantities moved or placed to date		1314		8996	
Average daily quantities		438		600	
Average daily quantities necessary to complete project on time		complete		complete	
Number shifts per day				1	
Hours per shift				9	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...1....., Power graders ...1......, Rollers ....1., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	"		
Wednesday	Cldy		
Thursday	Fog & Shrs		
Friday	Rain		
Saturday			

CEIVED
AUG 23 1955
FOR FILING

S-151(2)
4424

August 22, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on August 4, 1955, on Contract No. 4424, Linn County Roads Oiling Project, in Linn County, in connection with Federal Aid Project No. S-159(2); S-160(2); S-178(2); S-188(1).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

CPR8 [illegible]79.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Linn
Project No. S-159(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.990 miles of 2-lane intermediate surfacing
(Character of work)

between FAS 125 near Jefferson and FA Route 37 east of Albany
(Control points)

consisting of 1.990 miles of roadway and no (Number) bridges XXXXXXXXXXXXXXXXXXXXXXXXXX XXXX.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eight thousand, eight hundred and 00/100 dollars ($8,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fourteen thousand, two hundred thirty-six and 20/100 dollars ($14,236.20).

Comm—DC—32551

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official Title of Highway Department)

By Chairman, State Highway Commission
(Title)

By Member, State Highway Commission
(Title)

By Member, State Highway Commission
(Title)

STATE HIGHWAY ENGINEER

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS

By Division Engineer, Bureau of Public Roads

—32551

RECEIVED JUL 8 1955 DIVISION 8

RECEIVED JUL 13 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-159 (2)

KNOX BUTTE SECTION OF THE HARDSCRABBLE HILL ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 5231
Roadway (Sta. 0+45 to Sta. 106+00) (Contract No. 4424)

2.00 mile	Preparation of Base	$100.00	$ 200.00
240 cu.yds.	3/4"-0 Material in Binder Course	3.42	820.80
1,210 cu.yds.	Furnishing and Placing Aggregates	3.67	4,440.70
40 tons	Furnishing and Placing MC-3 Asphalt	38.00	1,520.00
88 tons	Furnishing and Placing 150-200 Asphalt	36.00	3,168.00
28 tons	Furnishing and Placing RS-2 Asphalt	40.00	1,120.00
350 cu.yds.	3/4"-0 Material in Shoulders	3.75	1,312.50
180 M-gal.	Sprinkling	2.00	360.00
	Subtotal		$ 12,942.00
	10% Engr. & Cont.		1,294.20
	Total		$ 14,236.20

Length of Roadway	1.990 Miles
Length of 1 Structure	0.009 Mile
Total Length	1.999 Miles

Cost of Roadway Per Mile $7,153.86

Federal Funds	$ 8,800.00
State Funds	2,718.10
County Funds	2,718.10
	$ 14,236.20

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Linn
Project No. S-160(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program: Being 5.669 miles of 2-lane intermediate type surfacing
(Character of work)

between F.A. Route 3 in Albany and F.A. Route 37 approximately 3 miles north of Lebanon,
(Control points)
consisting of 5.669 miles of roadway and no (Number) bridges xxxxxxxxxxxxxxxxxxxx xxxxx.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twenty-four thousand, nine hundred and 00/100 dollars ($24,900.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is forty thousand, two hundred seventy-nine and 80/100 dollars ($40,279.80).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

Federal Aid Secondary
Project No. S-160 (2)

Oregon State Highway Department

ALBANY JUNCTION-COX CREEK SECTION OF THE COX CREEK ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 5231
Roadway (Sta. 0+70 to Sta. 300+00) (Contract No. 4424)

5.67 mile	Preparation of Base	$100.00	$ 567.00
680 cu.yd.	3/4"-0 Material in Binder Course	3.42	2,325.60
3,420 cu.yd.	Furnishing and Placing Aggregates	3.67	12,551.40
114 ton	Furnishing and Placing RC-3 Asphalt	38.00	4,332.00
252 ton	Furnishing and Placing 150-200 Asphalt	36.00	9,072.00
76 ton	Furnishing and Placing RS-2 Asphalt	40.00	3,040.00
1,000 cu.yd.	3/4"-0 Material in Shoulders	3.75	3,750.00
490 M-gal.	Sprinkling	2.00	980.00
	Subtotal		$36,618.00
	10% Engr. & Cont.		3,661.80
	Total		$40,279.80

Length of Roadway 5.669 Miles
Cost of Roadway per Mile $7,105.27

Federal Funds	$24,900.00
State Funds	7,689.90
County Funds	7,689.90
	$40,279.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

CPR8 [illegible]82

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State Oregon
County Linn
Project No. S-178(2)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 1.987 miles of 2-lane intermediate type surfacing
(Character of work)

between FAS 212 near the east city limits of Lebanon and F.A. Route 37 near Waterloe,
(Control points)
consisting of 1.987 miles of roadway and no bridges [illegible] [illegible].
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of eight thousand, eight hundred and 00/100 dollars ($ 8,800.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is fourteen thousand, two hundred thirty-six and 20/100 dollars ($ 14,236.20).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorized under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By **Chairman, State Highway Commission**
(Title)

By **Member, State Highway Commission**
(Title)

By **Member, State Highway Commission**
(Title)

COMMISSIONER OF PUBLIC ROADS

By Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

Attest

SECRETARY

—32551

RECEIVED JUL 1 1955

RECEIVED JUL 8 1955 DIVISION

Oregon State Highway Department

Federal Aid Secondary
Project No. S-178 (2)

FAIRVIEW-COLLINS CORNER SECTION OF THE
McDOWELL CREEK ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 5231
Roadway (Sta. 0+20 to Sta. 105+70)(Contract No. 4424)

2.00 miles	Preparation of Base	$100.00	$ 200.00
240 cu. yds.	3/4" - 0 Material in Binder Course	3.42	820.80
1,210 cu. yds.	Furnishing and Placing Aggregates	3.67	4,440.70
40 tons	Furnishing and Placing RC-3 Asphalt	38.00	1,520.00
88 tons	Furnishing and Placing 150-200 Asphalt	36.00	3,168.00
28 tons	Furnishing and Placing RS-2 Asphalt	40.00	1,120.00
350 cu. yds.	3/4" - 0 Material in Shoulders	3.75	1,312.50
180 M-gals.	Sprinkling	2.00	360.00
	Subtotal		$12,942.00
	10% Engr. & Cont.		1,294.20
	Total		$14,236.20

Length of Roadway	1.987 Miles
Length of 1 Structure	0.011 Mile
Total Length	1.998 Miles
Cost of Roadway Per Mile	$7,164.67

Federal Funds..	$ 8,800.00
State Funds..	2,718.10
County Funds..	2,718.10
	$14,236.20

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds For Maint.: Chap. 529, Laws 1939.

Note: Necessary Funds have been deposited by Linn County with the Highway Department.

CPHP [illegible]84-

FORM PR 3 (October 1954)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

State [illegible]on
County Linn
Project No. S-188(1)

PROJECT AGREEMENT FOR SECONDARY ROAD UNDER 1954 SECONDARY ROAD PLAN

MEMORANDUM OF AGREEMENT made this 8th day of July, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof the Highway Department of the State of Oregon, hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), as amended and supplemented.

WITNESSETH:

WHEREAS, the Highway Department of said State has submitted a program, which was approved on the 23rd day of March, 1955, for the project hereinafter described; and

WHEREAS, the Highway Department has furnished a contract estimate or force account estimate for said project; and

WHEREAS, State or local funds have been made available for the project in accordance with the requirements of the aforesaid Act of July 11, 1916, as amended and supplemented.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

WORK EMBRACED IN PROJECT

ARTICLE I. This agreement covers the following work as briefly described in the program:

Being 2.756 miles of 2-lane intermediate type surfacing
(Character of work)

between FAS 216 approximately 4 miles south of Albany and a county road junction approximately 1 mile west of Oakville,
(Control points)

consisting of 2.756 miles of roadway and No bridges ~~totaling~~ xxxxxxxxxxxxxxxxxxxxx ~~miles in length~~ xxxxx.
(Number)

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE II. The Highway Department will construct or cause to be constructed to final completion said project under its direct supervision, which shall include adequate inspection throughout the course of construction, and in accordance with the standards and procedures approved by the Commissioner under its 1954 Secondary Road Plan.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE III. The United States pro rata share of the cost of the project covered by this agreement shall not in any event exceed the sum of twelve thousand, two hundred and 00/100 dollars ($12,200.00), which does not exceed the authorized United States pro rata share of the approved total estimated cost of said project, which is nineteen thousand, seven hundred forty and 60/100 dollars ($19,740.60).

PAYMENTS

ARTICLE IV. As the work on said project progresses, or upon its completion, and upon receipt of vouchers from the Highway Department, the Commissioner shall from time to time submit schedules of vouchers certified by him to the Secretary of the Treasury for payment to the official or depository authorised under the laws of said State and designated by the Highway Department to receive public funds.

The Commissioner reserves the right to withhold such sums as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE V. The Highway Department will be responsible for the maintenance of said project in compliance with said Act of July 11, 1916, as amended and supplemented, and will use every means within its power to insure proper and permanent maintenance thereof.

IN WITHNESS WHEREOF, the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

By
Member, State Highway Commission
(Title)

COMMISSIONER OF PUBLIC ROADS

By
Division Engineer, Bureau of Public Roads

RECOMMENDED FOR APPROVAL

STATE HIGHWAY ENGINEER

Attest

SECRETARY

—32551

DIVISION RECEIVED JUL 8 1955

RECEIVED JUL 13 1955

Oregon State Highway Department

Federal Aid Secondary
Project No. S-188 (1)

ORLEANS JUNCTION-TANGENT JUNCTION SECTION OF THE ALBANY-OAKVILLE ROAD IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 18, 1955

Type Code 5231
Roadway (Sta. 8+50 to Sta. 154+00) (Contract No. 4424)

2.76 miles	Preparation of Base	$100.00	$ 276.00
340 cu.yds.	3/4"-0 Material in Binder Course	3.42	1,162.80
1,660 cu.yds.	Furnishing and Placing Aggregates	3.67	6,092.20
56 ton	Furnishing and Placing RC-3 Asphalt	38.00	2,128.00
122 ton	Furnishing and Placing 150-200 Asphalt	36.00	4,392.00
38 ton	Furnishing and Placing RS-2 Asphalt	40.00	1,520.00
500 cu.yds.	3/4"-0 Material in Shoulders	3.75	1,875.00
250 M-gal.	Sprinkling	2.00	500.00
		Subtotal	$ 17,946.00
		10% Engr. & Cont.	1,794.60
		Total	$ 19,740.60

Length of Roadway 2.756 Miles
Cost of Roadway per Mile $7,163.77

Federal Funds	$ 12,200.00
State Funds	3,770.30
County Funds	3,770.30
	$ 19,740.60

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Linn County with the Highway Department.

RECEIVED
JUL 7 - 1955
FOR FILING

S-159 (2)
4424

B

July 1, 1955

Mr. J. D. Walker
Division Engineer,
Division II

Dear Sir:

You have a copy of our letter dated June 20 to Mr. C. F. Thomas, Chief Engineer, S. P. & S. Railway, asking that his company make the railroad cross-buck installation at crossing No. 3E-20.2 on Unit "C" and crossing No. 3E-104.6 on Unit "D" of the Linn County Roads Oiling Project, contract No. 4424.

We have recently received a letter from Mr. Thomas stating that the railway company would install the cross-bucks and then bill us.

Will you please submit a State Force Order covering this work, also follow up to see that the cross-bucks are in place before completion of the contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

RA:ia

RECEIVED
JUL 7 - 1955
FOR FILING

S-159 (E)
4424

July 1, 1955

Mr. W. O. Widdows
Sign Engineer
State Highway Department
Salem, Oregon

Dear Sir:

To conform with requirements of the Bureau of Public Roads, it will be necessary to install reflectorized advance warning signs at two grade crossings of the S. P. & S. Railway tracks in Linn County.

The railway company will install the cross-bucks.

The crossings are at the following locations: Station 1+82 of Unit "A" and Stations 47+46 of Unit "D" of the Linn County Roads Oiling Project, Contract No. 4424. A map is enclosed.

The signs should be installed before the completion of the job, which is estimated to be September 15, 1955. Expense should be charged to Prefix 522-1055. Federal Aid Project is S-178(2) on Unit "A" and S-188(1) on Unit "D".

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HA:la

Encl.

cc: J. D. Walker

RECEIVED
JUL 1955
FOR FILING

S-159(?)

4424

6-20

SPOKANE PORTLAND AND SEATTLE RY

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

C. F. THOMAS,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W. HOYT STREET
PORTLAND 7, OREGON

FORM 1912

June 23, 1955

Contract no. 4424

W. C. WILLIAMS

Mr. W. C. Williams
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Your letter of June 20, 1955, relative to placing crossbucks at Oregon Electric Railway crossings No. 3E-104.6 and No. 3S-20.2 to comply with P.U.C. Order No. 7058, issued by the Public Utilities Commissioner of Oregon December 27, 1939.

We are agreeable to furnishing these standard reflectorized crossbucks and placing same with our crews prior to September 15, 1955, billing Oregon State Highway Department for this work.

Very truly yours,

C. F. Thomas
Chief Engineer

HFM-c

notified Widdows & Walker
7-1-55 RA

RECEIVED
JUN 24 1955
OREGON
STATE HIGHWAY COMMISSION

d paid
955
09

Deputy State Highway Engineer

JAM:la

cc: J. D. Walker
W. C. Widdows

3

RECEIVED
JUN 21 1955
FOR FILING

S-159(2)
4424

June 20, 1955

Mr. C. F. Thomas, Chief Engineer
Spokane, Portland & Seattle Railway
1101 N. W. Hoyt Street
Portland 7, Oregon

Dear Sir:

We have recently awarded Contract No. 4424 for surfacing several sections of county roads in Linn County. In order to comply with P.U.C. Order No. 7058, issued by the Public Utilities Commissioner of Oregon December 27, 1939, it will be necessary that each of the two (2) railroad grade crossings which are within the limits of the contract be protected by two reflectorized crossbucks and two advance warning signs.

We are willing to make the crossbuck installations at our expense, but it is our understanding that you would prefer to use your own standard crossbuck signs and make the installations with your crews, and then bill the Highway Commission.

The crossings referred to are designated as crossing No. 3E-104.6 and No. 38-20.2. The first crossing is on the main line of the Oregon Electric Railroad about 6 miles south of Albany. The second crossing is on the Santiam branch of the Oregon Electric Railroad about 5 miles southeast from Lebanon.

The crossbucks should be in place prior to completion of the surfacing contract, which is estimated to be September 15, 1955.

If you can meet the time limit and are willing to make the installations, please advise. This letter will be your authority to do the work at our expense.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

Billed and Paid
Dec. 1955
$ 284.09

JAH:ia

cc: J. D. Walker
W. C. Widdows

RECEIVED
MAY 17 1955
FOR FILING

S-157(1)
4424

May 16, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4424, which was awarded to you by the State Highway Commission on April 27, covering the Linn County Roads Oiling Project on FAS Routes Nos. 214, 576, 575 and 595.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

Form A-150—10M—12-54

INVOICE

Oregon State Highway Department

Salem, Oregon

NOTED
Harold C. Ayers

NOTED
V. R. JONES

Linn County
Albany, Oregon

Attn: County Court

RECEIVED
1955
ENGINEER
CO[illegible] RELATIONS

Invoice No. 38931

Date May 2, 1955

Your Req. No.

Billing Request No. CC-1[illegible]6

Credit distribution: 52[illegible]-105[illegible]-297

Advance Deposit	18,100.00
Partial transfer county's share total cost. Linn County FAS oiling project, FAS 214, 575, 576 and 595, covered by agreement dated April, 1955.	
	14,100.00
To be retained	$ 4,000.00

NOTED
J. F. HA[illegible]

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Requisition Request: $
By

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

April 27, 1955

Linn County Court
Court House
Albany, Oregon

NOTED
Harold C. [illegible]

NOTED
J. W. CATTRALL

NOTED
J. F. HAGLMANN

Gentlemen:

This is to acknowledge receipt of an advance deposit of $18,100 in connection with the Linn County FAS oiling project on FAS 214, 575, 576, and 595. Contract No. 4424 was awarded this date to Oregon Asphaltic Paving Company and a copy of the contract will be forwarded under separate cover.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

NOTED
V. R. JONES

Salem, Oregon
April 27, 1955

NOTED
Harold C. Ayers

Mr. W. C. Williams
OFFICE

NOTED
J. W. CATTRALL

NOTED
J. F. HAGEMANN

We have received this date Linn County's advance deposit of $18,100 in connection with the Linn County FAS oiling project on FAS 214, 575, 576, and 595. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

W. E. DOWNING
COMMISSIONER

FLOYD D. JENKS
COMMISSIONER

E. G. ARNOLD
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

April 26, 1955

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Oregon State Highway Department
Salem, Oregon

Attention: John W. Cattrall, Engineer
County and City Relations

Dear Mr. Cattrall:

Enclosed you will find county warrant #8866, in favor of the Oregon State Highway Commission to cover county's share FAS 576 - 575 - 214 - 595.

NOTED

Thanking you for past favors, we remain,

Sincerely yours,

Linn County Court

NOTED
J. [illegible]

Linn Co. warrant no. 8866
for $18,100.00 to Acct of Dev.
advance fund 4-27-55
J Query

E. G. Arnold
County Judge

Floyd D. Jenks
County Commissioner

W. E. Downing
County Commissioner

EGA:mh
Enc.

RECEIVED
[illegible] 1955
ENGINEER
COUNTY [illegible]

RECEIVED
APR 27 1955
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold C. Ayers

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

NOTED
J. F. [illegible]

April 15, 1955

Linn County Court
Court House
Albany, Oregon

Gentlemen:

On April 13th the Highway Commission received a satisfactory bid from Oregon Asphaltic Paving Company of Portland for oiling of portions of FAS 214, 575, 576, and 595. As per the agreement between state and county, an advance deposit of 20% of the estimated total cost based on the low bid is required from the county prior to signing of a contract. The amount of this deposit is as follows:

Bid Items	$80,448.00
12-1/2% Engineering & Contingencies	10,056.00
Estimated Total Cost	$90,504.00
Advance deposit of 20% =	$18,100.00

Please make this deposit by means of a warrant or check in the amount of $18,100 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of said deposit a contract will be signed.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm

RECEIVED
APR 27 1955
FOR FILING

S-159(2)
4424

April 27, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland 1, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your proposal for the Linn County Roads Oiling Project on four County Roads, near Albany, Lebanon and Tangent, Linn County, for the sum of $80,446 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4424.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington

Attention: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert

AY LETTER
NIGHT LETTER

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE
LETTER TELEGRAM
SHIP RADIOGRAM

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

9:50 a. m.
Salem, Oregon
April 27, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland 1, Oregon

Contract for Linn County Roads Oiling Project on 4 County Roads, Linn County, for which you submitted low bid on April 15, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files ✓
C. W. Head

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
APR 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1955
FOR FILING

9

S-159 (2)
4424

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
OFFICE

We have received this date Linn County's advance deposit of $18,100 in connection with the Linn County FAS oiling project on FAS 214, 575, 576, and 595. This project is now clear for award of a contract.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
John F. Hagemann
Assistant Engineer

JFH:mm

cc: S. H. Probert

RECEIVED
APR 27 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1955
FOR FILING

S-159 (2)
Y424

April 18, 1955

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Linn County one fully executed copy of a Finance Agreement and Maintenance Agreement between the State Highway Commission and Linn County covering the Orleans Junction-Tangent Section of the Albany-Oakville County Road, FAS 595 in Linn County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

~~R~~ECEIVED
APR 22 1955
FOR FILING

S-159(2)
4424

Maint. 222
Finance 80

Salem, Oregon
April 18, 1955

S-159(2)
S-160(2)
S-178(2)
S-188(1)

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto for further handling are four certified copies of a Maintenance Agreement and one conformed copy of a Finance Agreement with Linn County covering the Orleans Junction-Tangent Section of the Albany-Oakville County Road, FAS 595, in Linn County.

The original of each of the above agreements has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Linn County.

Secretary

rn
Attach: 5

REFERRED TO
~~Queen~~
BY SECRETARY
to file

OREGON PROJECT S-188(1)
FAS 595

RESOLUTION

WHEREAS, a county road in Linn County, State of Oregon, known as the Albany-Oakville County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 216, southerly for a distance of 2.76 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn County, Oregon, that no encroachments will be permitted on the county road known as the Albany-Oakville County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this ______ day of ____________________, 1955.

By E. E. Arnold
County Judge

Attest:

R M Russell
County Clerk

By Floyd E. Jenks
County Commissioner

By W E Downing
County Commissioner

Rev.)

R E S O L U T I O N

OREGON PROJECT S-188(1)
FAS 595

WHEREAS, a county road in Linn County, State of Oregon, known as the Albany-Oakville County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

From FAS 216, southerly for a distance of 2.76 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn County, Oregon, that no encroachments will be permitted on the county road known as the Albany-Oakville County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this ______ day of ______________, 1955.

By E. G. Arnold
County Judge

Attest:

____
County Clerk

By Floyd D. Jenks
County Commissioner

By W E Downing
County Commissioner

RECEIVED
APR 15 1955
FOR FILING

S-159(2)
4424

[illegible]

April 15, 1955

Oregon Asphaltic Paving Co.
0441 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your bid in the amount of $80,448 for Linn County Roads Oiling Project on 4 County Roads, near Albany, Lebanon and Tangent in Linn County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 11 1955
FOR FILING

[illegible]-159(2)

4424

Linn

April 11, 1955

County Court of Linn County
Court House
Albany, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Linn County one fully executed copy of each of three Maintenance and Finance Agreements between the State Highway Commission and Linn County covering the following county FAS projects in Linn County:

✓ FAS 214 - Fairview-Collins Corner section of McDowell Creek Road.
✓ FAS 575 - Knox Butte section of Hardscrabble Hill Road.
✓ FAS 576 - Albany Junction-Cox Creek section of Cox Creek Road.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

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APR 18 1955
FOR FILING

S-159(2)
4424

Salem, Oregon
April 11, 1955

Maint. - 211
Finance - 76

S-159 (2)
S-160 (2)
S-178 (2)
S-188 (1)

Mr. John W. Cattrall
City & County Relations Dept
Office

Attached hereto for further handling are four certified copies each of Maintenance Agreements and one conformed copy each of Finance Agreements covering the following county FAS projects in Linn County:

FAS 214 - Fairview-Collins Corner Section of McDowell Creek Road.
FAS 575 - Knox Butte Section of Hardscrabble Hill Road.
FAS 576 - Albany Junction-Cox Creek Section of Cox Creek Road.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Linn County.

Secretary

rn
Attach:

RECEIVED
APR 18 1955
FOR FILING

Court

Salem, Oregon
April 11, 1955

Maint - 221
Finance - 78

Mr. John W. Cattrall
City & County Relations Dept
Office

Attached hereto for further handling are four certified copies each of Maintenance Agreements and one conformed copy each of Finance Agreements covering the following county FAS projects in Linn County:

FAS 214 - Fairview-Collins Corner Section of McDowell
Creek Road.
FAS 575 - Knox Butte Section of Hardscrabble Hill Road.
FAS 576 - Albany Junction-Cox Creek Section of Cox Creek Road.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Linn County.

Secretary

rn
Attach:

APR 18 1955
FOR FILING

Court

Salem, Oregon
April 11, 1955

maint - 220
Finance - 77

Mr. John W. Cattrall
City & County Relations Dept
Office

Attached hereto for further handling are four certified copies each of Maintenance Agreements and one conformed copy each of Finance Agreements covering the following county FAS projects in Linn County:

√ FAS 214 - Fairview-Collins Corner Section of McDowell Creek Road.
FAS 575 - Knox Butte Section of Hardscrabble Hill Road.
FAS 576 - Albany Junction-Cox Creek Section of Cox Creek Road.

The originals of each of the above agreements have been retained in this office for the Commission's files and one fully executed copy of each have been sent to the County Court of Linn County.

Secretary

rn
Attach:

FORM E-30 25M 9-51 88818

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Glaisyer

Attached are three copies each of four finance agreements covering the following county FAS projects in Linn County:

Jan 14

FAS 214 - Fairview-Collins Corner Section of McDowell Creek Road
FAS 575 - Knox Butte Section of Hardscrabble Hill Road
FAS 576 - Albany Junction-Cox Creek Section of Cox Creek Road
FAS 595 - Orleans Junction-Tangent Junction Section of Albany-Oakville Road

Two copies of each agreement have been signed by the County Court and are now ready for presentation to the Highway Commission. Both copies of each agreement require your signature of approval.

Also attached are six copies each of four maintenance agreements covering the above projects. After signature by the Highway Commission please return four copies of each agreement, either fully executed or certified true, for transmittal to the B.P.R.

These projects were approved by the Highway Commission on October 28, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

RECEIVED
APR 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

JDG:mm
Att.

APPROVED BY HIGHWAY COMMISSION
DATE 10-28-54 Minute Page 29
H B Glaisyer
Secretary

OREGON PROJECT S-178(2)
FAS 214

RESOLUTION

WHEREAS, a county road in Linn County, State of Oregon, known as the McDowell Creek County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

From the South Santiam State Highway near Fairview, easterly to Collins Corner, a distance of 2.0 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn County, Oregon, that no encroachments will be permitted on the county road known as the McDowell Creek County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this _____ day of _________________, 1955.

By E. G. Arnold, County Judge

Attest:

County Clerk

By Floyd F. Henks, County Commissioner

By W. E. Downing, County Commissioner

OREGON PROJECT S-159(2)
FAS 575

RESOLUTION

WHEREAS, a county road in Linn County, State of Oregon, known as the Hardscrabble Hill County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

> From a county road junction approximately 1.5 miles north of Knox Butte, southerly to a county road intersection approximately 0.5 mile south of Knox Butte, a distance of 2.0 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not par
ticipate in the construction of said county road until and unless the said County o
Linn will guarantee by resolution officially adopted by the County Court,
that no encroachments will be permitted upon the right of way of said county road
within the limits of the section described above, which will permanently obstruct o
interfere with the free and convenient flow of traffic over said county road, and
will so regulate parking of vehicles on said county road that the free, convenient,
and safe flow of traffic shall not be impeded; and agree not to impose unreasonable
limitations of speed upon said county road, nor impose any regulations of traffic
which will operate to discriminate against traffic upon said county road by giving
undue preference to traffic upon other intersecting county roads, streets, or avenu

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn
County, Oregon, that no encroachments will be permitted on the county road known a
the Hardscrabble Hill County Road, which will permanent
or unduly interfere with the free and convenient flow of traffic along said county
road; and will so regulate the parking of vehicles along said county road as not t
impede the free, convenient, and safe flow of traffic; and will not impose any un
reasonable limitations of speed upon said county road, nor impose any regulation
traffic upon said county road which shall unduly discriminate against traffic upon
said county road by giving undue preference to traffic upon other intersecting co
roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the Coun
Court shall be construed so as to prevent or impair proper police regulations and
enforcement of all existing laws and regulations respecting the use of said count
road, nor to prevent such temporary obstructions to traffic as may be necessitate
the construction of water or gas mains, sewers, and other public improvements, o
preclude the proper use of said county road for the placement of telephone or ele
tric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this _____ da
_______________, 1955.

By E. G. Arnold
County J

By Floyd D.
County Commiss

Attest:

R M Russell
County Clerk

By W E Downing
County Commiss

(1954 Rev.)

OREGON PROJECT S-160(2)
FAS 576

RESOLUTION

WHEREAS, a county road in Linn County, State of Oregon, known as the Cox Creek County Road, is routed through the County of Linn, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Linn County, the section adopted for improvement being more particularly described as follows; to wit:

From a county road junction approximately 1.5 miles south of Albany, easterly to Cox Creek, a distance of 5.67 miles.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Linn will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenue

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Linn County, Oregon, that no encroachments will be permitted on the county road known as the Cox Creek County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting count roads, streets, or avenues.

It being understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and th enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated b the construction of water or gas mains, sewers, and other public improvements, or tc preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Linn County, Oregon, this _____ day of _________________, 1955.

By E. G. Arnold
County Judge

Attest:

____
County Clerk

By Floyd L. Jenks
County Commissioner

By W. E. Downing
County Commissioner

RECEIVED
APR 4 1955
FOR FILING

S-159(2)
4124

S-178(2)

April 1, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to assure you that prior to completion of the proposed construction of the Fairview-Collins Corner Section of the McDowell Creek County Road (Project S-178 (2)) in Linn County, the state will see that reflectorized cross-buck signs and reflectorized advance warning signs are installed at the railroad grade crossing as required by G.A.M. No. 63.

The crossing referred to is at Station 1+82, near the junction of the Santiam Highway about 0.3 mile south of Waterloo.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JAH:ia

RECEIVED
APR 4 1955
FOR FILING

S-159 (2)

4424

S-188 (1)

April 1, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that prior to completion of the proposed construction of the Orleans Jct.-Tangent Jct. Section of the Albany-Oakville County Road (Project S-188 (1)) in Linn County, the state will see that reflectorized cross-buck signs and reflectorized advance warning signs are installed at the railroad grade crossing as required by G.A.M. No. 63.

The crossing referred to is at Station 47+46, about 2.5 miles northwest from Tangent.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

JAB:la

5-159(a)
4424

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section Linn Co. Rds. Oiling Project Highway FAS 214, 576, 575, 595 County Linn Prefix — — —
Res. Engr. S. F. Walters Length of Project 12.42 Miles. Sta. See below to Sta. — — — — Date 3/22/55

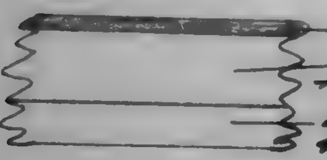
Station to Station			Required Wear & Base	Selected Typical Soil				DETAILS OF DESIGN, (in inches)											Traffic Classific.	Comments
								Surfacing In Place			Select Subgrade		Topping		Base Material	Leveling Course	Wearing Surface	Total Base, etc. and Wear. Surface		
								Actual		Allowance	Actual	Allowance	Actual	Allowance						
Unit	FAS	Section		LL	PI	Silt	R	Wear.	Base											
A	214	Fairview																		
		Collins Corner	12½	40	12	20	40	0	*16	11¼	0	0	0	0	0	0	1¼"	12½	-H	4" in place *12" not yet place 16"
		Albany Jct.																		
B	576	Cox Creek	14½	25	21	55	10	0	16	13¾	0	0	0	0	0	0	1¼"	14½	L-M	
C	575	Knox Butte	14½	25	7	54	13	0	16	13¾	0	0	0	0	0	0	1¼"	14½	L-M	
		Orleans Jct.																		
D	595	Tangent Jct.	14½	28	8	54	9	0	17	13¾	0	0	0	0	0	0	1¼"	14½	L-M	

PROPOSED MATERIAL SOURCES

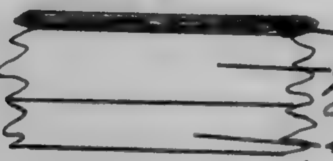
Location	Lab. No.	SG	Type of Material	% Pass. 40 Screen	% Abrasion Loss	% Sodium Sulphate Loss	Asphalt Stripping	LL	PI	To be used for
Contractor to furnish aggregates.										
Gravel base placed by county - Average values		2.65	Gravel	7	16	- - -	- - - -	22	0	
x x x x x x x x x x x x x x x x x x x x x x x x x	x x x x	x x	x x x x x x	x x x	x x x	x x x x	x x x x	x x	x x	x x x x x x x x

REMARKS

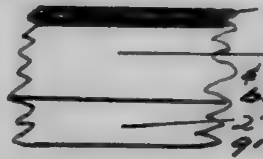
Unit A


0-11 Oil Mat.
12" new base & level to be placed by county.
Existing surf.
4" dirty gravel.

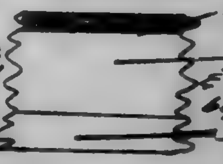
Unit B


0-11 Oil Mat
12" new base & level placed by County
4" old existing surface

Unit C


0-11 Oil Mat
13" new base & level placed by county
2"-4" existing gravel surface

Unit D


0-11 Oil Mat.
14" new base & level placed by county.
2"-4" existing gravel.

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by
Soils Engineer

Recommended by
Construction Engineer

Recommended by
Engineer of Materials

Approved by
Deputy State Highway Engineer

Memo to J. W. Nash
2/10/55

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Fairview-Collins Corner Section
FAS Route 214

This project extends from a junction with the S. Santiam State Highway approximately 5 miles southeast of Lebanon, easterly along the McDowell Creek County Road for a distance of 2 miles to Collins Corner. The existing road was reconstructed in the 1954-1955 construction season by Linn County to a crushed gravel wearing surface 26 feet in width, of satisfactory grade and alignment. The project length is limited by the amount of reconstruction completed by the county.

The proposed project is to construct a type O-11 oil mat wearing surface 20 feet in width with 3-foot shoulders.

This road serves the McDowell Creek area producing diversified crops, sheep, and timber products.

Linn County
2.0 miles.

Funds:	Federal	$12,000
	State	4,000
	County	4,000
	Total...	$20,000

NOTED
J. F. H[illegible]

See tabulation of proposed project, approved by Hwy Com 10-28-54.

JFH:mm

Memo to J. W. Nash
2/10/55

NOTED
Harold C. A[illegible]s

NOTED
J. W. CATTRALL

Albany Junction-Cox Creek Section
FAS Route 576

This project extends from a county road junction approximately 1.5 miles south of Albany easterly to the west end of Oregon Project S-160(1) at Cox Creek. The existing road was recently reconstructed by Linn County to a crushed gravel wearing surface 26 feet in width, of satisfactory grade and alignment.

The proposed project is to construct a type O-11 oil mat wearing surface 20 feet in width with 3-foot shoulders.

This road serves a large section of the Willamette Valley composed of farms producing dairy products, sheep, and diversified crops.

Linn County [illegible] Funds:
5.68 miles.

Federal	$30,000
State	10,000
County	10,000
Total...	$50,000

NOTED
J. F. HAGEMANN

JFH:mm

NOTED
J. W. CATTRALL

NOTED
Harold C. Ayers

Memo to J. W. Nash
2/10/55

Orleans Junction-Tangent Junction Section
FAS Route 595

This project extends from FAS Route 216 southerly to a county road junction approximately 3 miles west of Tangent, a distance of 2.8 miles. The existing road was reconstructed during the 1954-1955 construction season by Linn County to a crushed gravel wearing surface 26 feet in width, of satisfactory grade and alignment. The project length is limited by the amount of reconstruction completed by Linn County.

The proposed project is to construct a type O-11 oil mat wearing surface 20 feet in width with 3-foot shoulders.

This road serves a section of the fertile Willamette Valley southeasterly from the city of Albany. Diversified crops, dairy cattle, and some sheep are raised in this area.

Linn County
2.8 miles.

Funds:	Federal	$15,000
	State	5,000
	County	5,000
	Total.	$25,000

[illegible]

JFH:mm

FORM E-30 25M 8-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 3, 1955

SUBJECT: **Base Design Charts**

To: **Mr. J. D. [illegible]**
Division Engineer
Division II
Salem, Oregon

NOTED
Harold G. [illegible]
NOTED

Dear Sir:

Reference is made to the **Waterloo - S. Section** Section, of the **F. A. S. 214**

Enclosed you will find **1** base design charts prepared from laboratory tests, numbers **356291.**

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

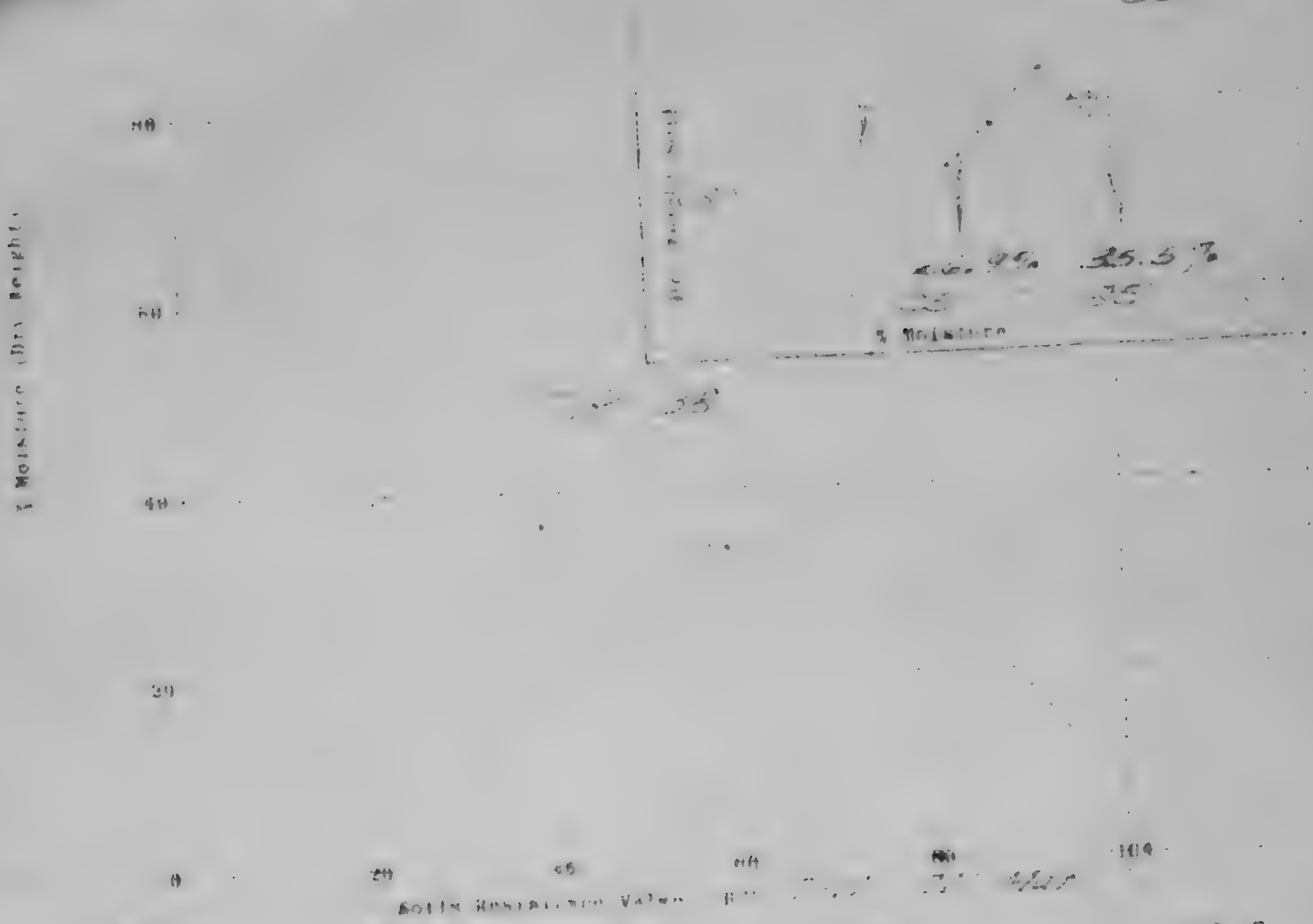
H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
S. F. Walters
County and City
R. L. [illegible]

RECEIVED
FEB 3 1955
ENGINEER
COUNTY & CITY RELATIONS

Opt 31.2 %
Plus Silt 5.0 %
Total 36.2 %



Data Sheet No	[illegible]
Lab. No.	[illegible]
LL	43
PI	[illegible]
Pass 200 Screen	[illegible]
HYDROMETER ANALYSIS	
Particles [illegible]	
Coarse Sand	[illegible]
Fine Sand	[illegible]
Silt	[illegible]
Clay	[illegible]
Natural Moisture	

Base & Wear [illegible] Traffic	10.0
Minus [illegible] Reduction	
Minus Wearing Surface	—
Plus 25% Increase	2.5
Plus Wearing Surface	
Total Base & Wear	12.5

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section [illegible]
Section [illegible]
Road
Profile No.
Designed by

NOTED
J. W. CATTRALL

Salem, Oregon
January 27, 1955

NOTED
Harold C. Av

Mr. J. D. Walker
Division Engineer

NOTED
J. F. HAGEMANN

Mr. Larsen, Linn County Engineer, advises that the county work on the Albany Junction-Cox Creek Section of FAS 576, the Orleans Junction-Tangent Section of FAS 595, and the Knox Butte Section of FAS 575 has been completed. If someone from your division would contact Mr. Larsen he will furnish plan and profile data on these jobs for use in preparing the FAS oiling plans and specifications.

The Knox Butte Section should be extended to cover the 0.4 mile section eliminated from the Jefferson Junction-Knox Butte project constructed in 1954. See Contract 4226, FAS's 575 & 576

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

JFH:mm

NOTED
J. W. CATTRALL

Salem, Oregon
January 26, 1955

Mr. Ray Webber
Assistant Construction Engineer

File – [illegible]

NOTED
Harold C. A[illegible]rs

It is requested that a base design for the Waterloo-South Santiam River Section of FAS 214 and the Orleans Junction-Tangent Junction Section of FAS 595 in Linn County be furnished this office for transmittal to the county. Both of these sections are county FAS projects in which the county is doing the grading and placing the base and the FAS project will be for placing an O-11 only.

The design should cover both new alignment and utilization of existing base material.

John W. Cattrall
Engineer, County and City Relations

By

John F. Hagemann
Assistant Engineer

NOTED
J. F. HAGEMANN

JFH:mm

FORM E-30 25M 9-51 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jan. 25, 1955

SUBJECT: Base Design Charts

To: ~~Mr. J. D. Walker~~
~~Division Engineer~~
~~Division II~~
~~Salem, Oregon~~

L

RECEIVED
JAN 26 1955
ENGINEER
COUNTY & CITY RELATIONS

NOTED
Harold C. Ayers

Dear Sir:

Reference is made to the Waterloo - S. Santiam River Section, of the F. A. S. 214.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 355470 and 355471.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

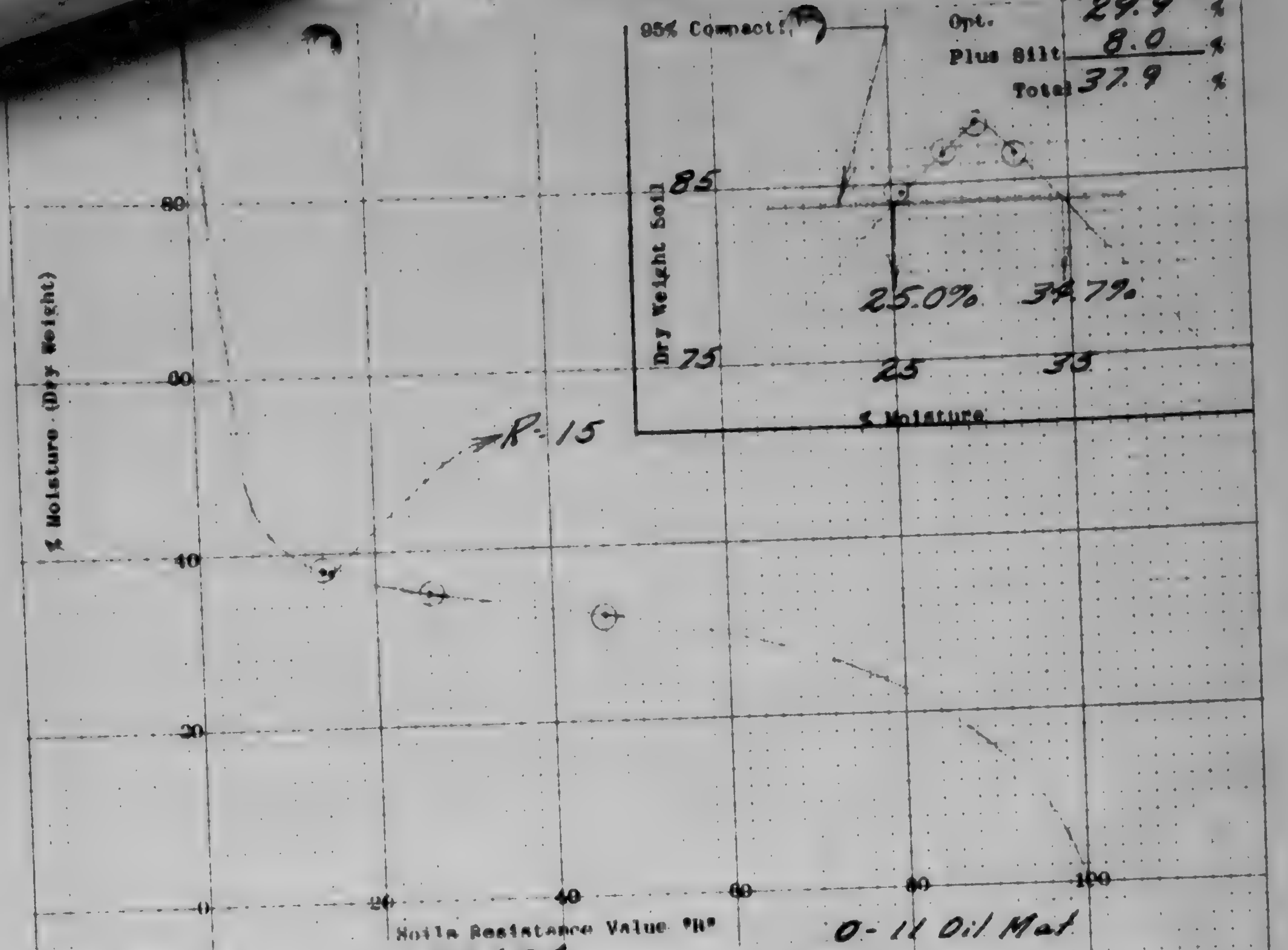
By Ray Webber

Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc

H. G. Smith
S. F. Walters
County and City
R. L. Lamb

J. F. HAUSMANN



Opt. 29.9 %
Plus Silt 8.0 %
Total 37.9 %

0-11 Oil Mat

Data Sheet No A37484
Lab. No. 355470
LL 54
PI 20
Pass 200 Screen 94.0 %

HYDROMETER ANALYSIS:
Particles larger than
2.0 mm 0.2 %
Coarse Sand 1.2 %
Fine Sand 7.8 %
Silt 47.9 %
Clay 42.9 %
Sg 2.62
Natural Moisture %

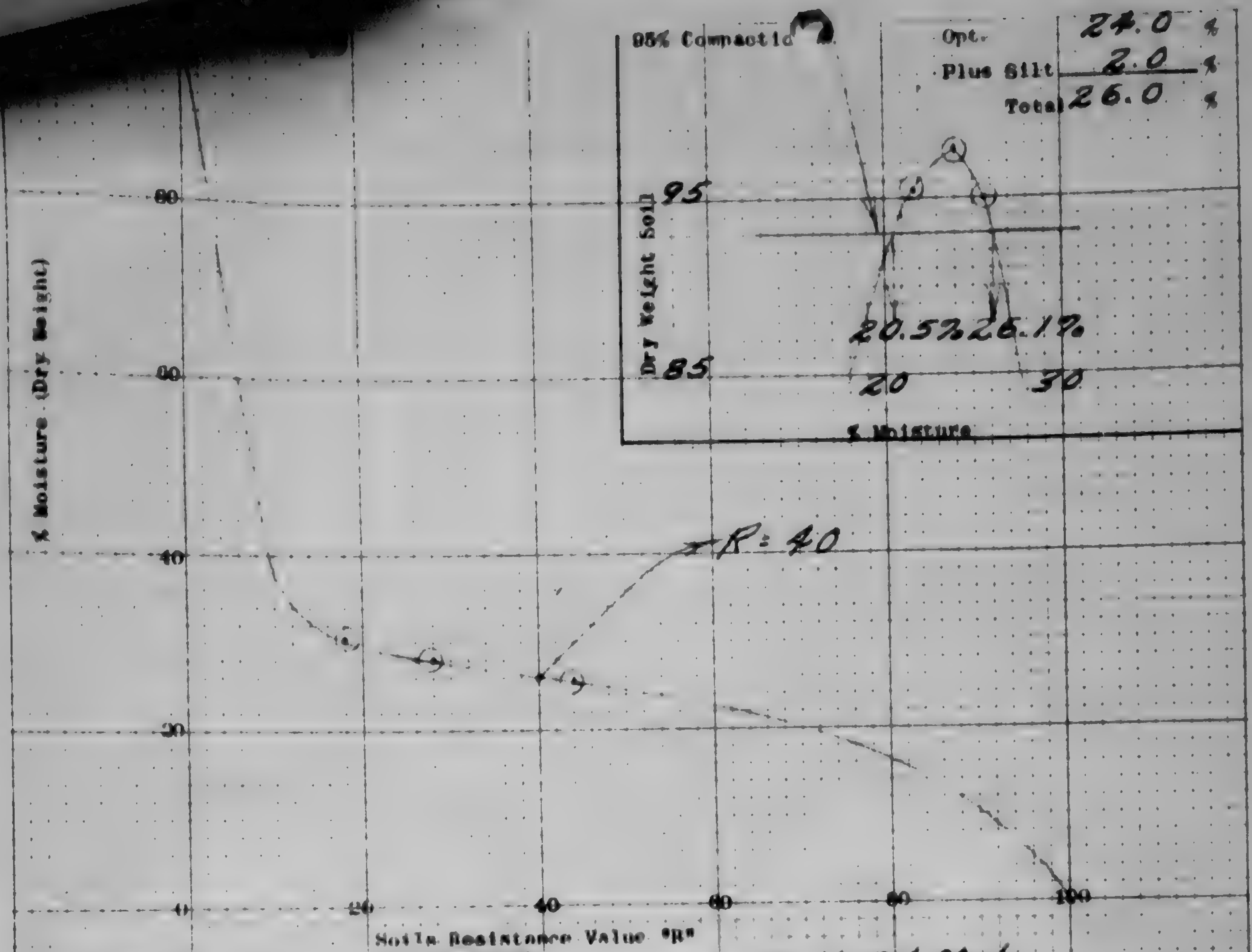
Base & Wear N Traffic 14.5"
Minus Rock Reduction — "
"
Minus Wearing Surface "
"
Plus 25% Increase 3.5"
Plus Wearing Surface "
Total Base & Wear 18.0"

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Waterloo - So. Santiam R.
Hwy F.A.S. 214
Station McDowell Co. Rd. 1 Mi. E Fairview Sch.
Depth - 3'
Hole #
To be used
Prefix No.
County - Linn
Date 1-25-55
Designed by N

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

CLEARPRINT PAPER CO NO T3190 10 DIVISIONS PER INCH BOTH WAYS 10 X 10 DIVISIONS



95% Compaction

Opt. 24.0 %

Plus Silt 2.0 %

Total 26.0 %

Data Sheet No	A37484
Lab. No.	355471
LL	40
PI	12
Pass 200 Screen	50.2%
HYDROMETER ANALYSIS	
Particles larger than	
2.0 mm	35.7 %
Coarse Sand	7.6 %
Fine Sand	9.1 %
Silt	19.9 %
Clay	27.7 %
Sg	2.60
Natural Moisture	%

0-11 Oil Mat

Base & Wear ~~MZ~~	Traffic	~~[illegible]~~ 10.0"
Minus Rock Reduction		"
Minus Wearing Surface		"
Plus 25% Increase		~~[illegible]~~ 2.5"
Plus Wearing Surface		"
Total Base & Wear		~~[illegible]~~ 12.5"

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Waterloo - So. Santiam R.

Hwy F.A.S. 214 McDowell Cr. Rd.

Station 70 yds. N.E. of Fairview School

Depth - 3'

Hole #

~~To be used~~

Prefix No.

County - Linn

Date 1-25-55

Designed by N.

CLEARPRINT PAPER CO NO. T3190 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS PRINTED IN U.S.A.

FORM E-30 25M 9-51 58316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold C. Ayers

Salem, Oregon
Jan. 25, 1955

SUBJECT: Base Design Charts

To: Mr. J. B. Walker
Division Engineer
Division II
Salem, Oregon

RECEIVED
JAN 26 1955
ENGINEER
COUNTY & CITY RELATIONS

Dear Sir:

Reference is made to the Orleans Jct - Tangent Jct. Section, of the F. A. S. 595.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 355324 and 355325.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

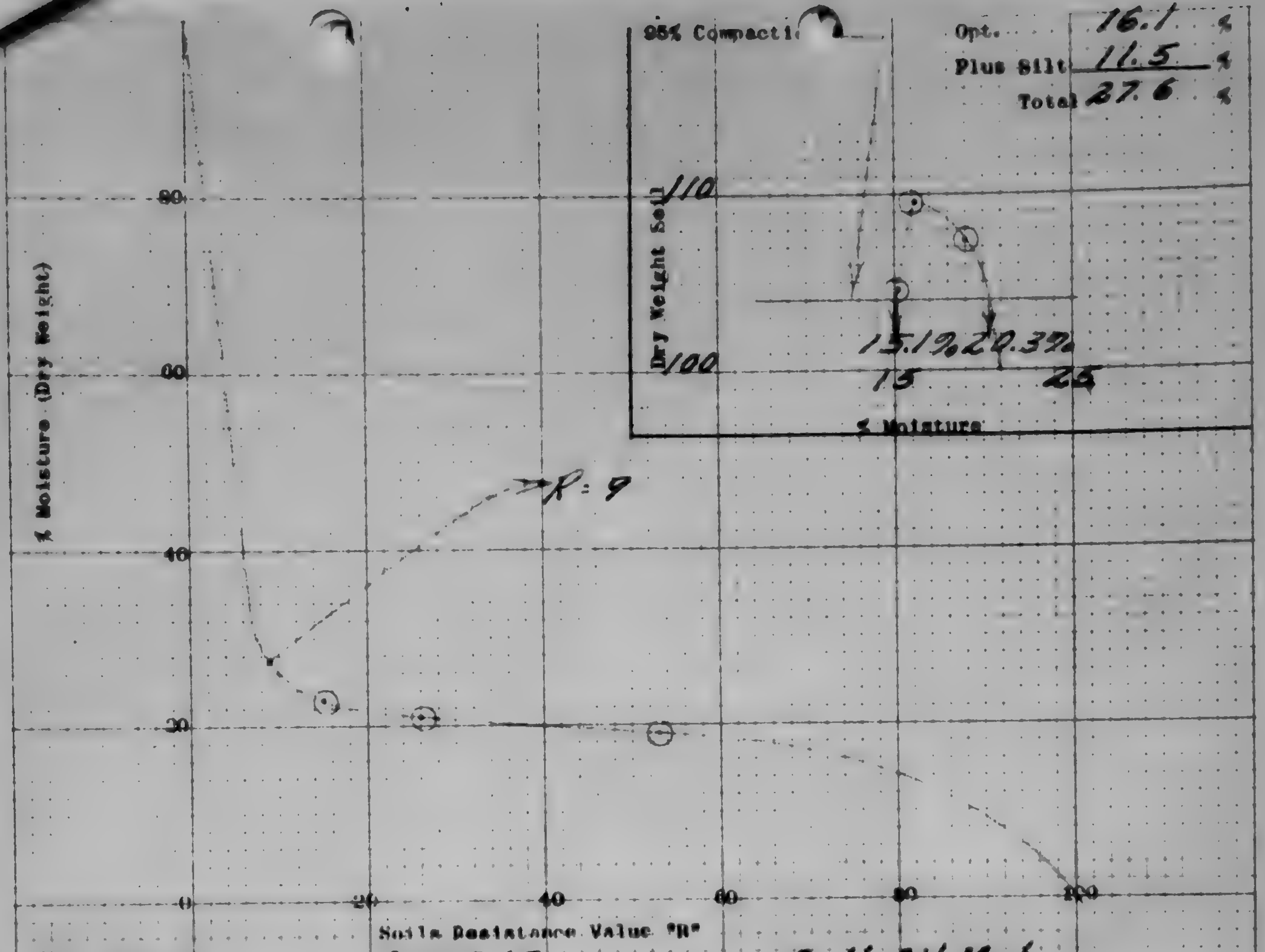
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
S. F. Walters
County and City
R. L. Lowe



Data Sheet No A37513
Lab. No. 355324
LL 28
PI 8
Pass 200 Screen 96.7 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 0.5 %
Coarse Sand 0.4 %
Fine Sand 11.5 %
Silt 53.7 %
Clay 33.9 %
S- 2.69
Natural Moisture %

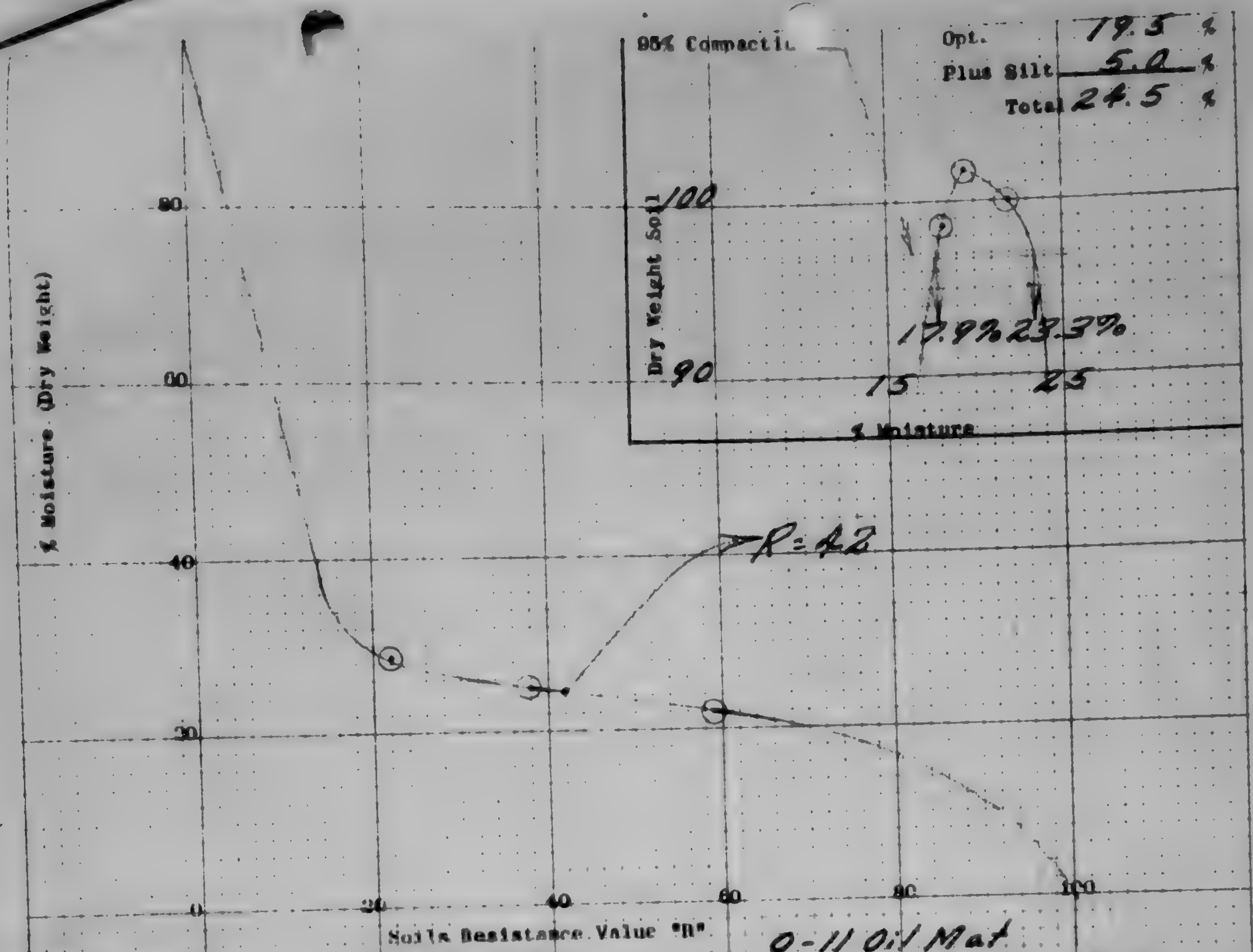
0-11 Oil Mat
Base & Wear L-M Traffic 11.5 "
Minus Rock Reduction "
"
Minus Wearing Surface "
"
Plus 25% Increase 3.0 "
Plus Wearing Surface "
Total Base & Wear 14.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Orleans Jct. - Tangent Jct.
Hwy F.A.S. 595
Station 57+81.2
Depth - 4"-24"
Hole #
To be used -
Prefix No.
County - Linn
Date 1-25-55
Designed by N

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

CLEARPRINT PAPER CO NO 7319D 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS
PRINTED IN USA CLEARPRINT TECHNICAL PAPER NO 1000H



Opt. 19.5 %
Plus Silt 5.0 %
Total 24.5 %

0-11 Oil Mat

Data Sheet No A37513
Lab. No. 355325
LL 39
PI 17
Pass 200 Screen 75.4 %

HYDROMETER ANALYSIS
Particles larger than
.10 mm 20.8 %
Coarse Sand 2.2 %
Fine Sand 4.5 %
Silt 38.0 %
Clay 34.5 %
Sg 2.63 %
Natural Moisture %

NOTE
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration

Base & Wear L. M. Traffic 8.5 "
Minus Rock Reduction "
"
Minus Wearing Surface "
"
Plus 25% Increase 2.0 "
Plus Wearing Surface "
Total Base & Wear 10.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section Orleans Jct. - Tangent Jct.
Hwy F.A.S. 595
Station 113
Depth - 12" - 30"
Hole #
To be used -
Prefix No.
County - Linn
Date 1-25-55
Designed by N

NOTED
J. W. CATTRALL

Knox Butte Section
FAS Route 575

This project extends from the south end of Oregon Project S-159(1) as modified, southerly to a junction with the Albany-Crabtree County Road. The existing road was recently reconstructed by Linn County to a crushed gravel wearing surface 26 feet in width of satisfactory grade and alignment.

The proposed project is to construct a type C-1l oil mat wearing surface 20 feet in width with 3 foot shoulders.

This road serves a large section of the Willamette Valley composed of farms producing dairy products, sheep, and diversified crops.

Funds:	
Federal	$ 9,600
State	3,200
County	3,200
Total..	$16,000

Length: 2.0 miles.

JFH;mm
1/21/55

FORM E-90 25M 9-51 96215

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Nov. 10, 1954

SUBJECT: Base Design Charts

Linn Co.

To:
~~Mr. J. D. Walker~~
~~Division Engineer~~
~~Division II~~
~~Salem, Oregon~~

RECEIVED
NOV 10 1954
ENGINEER

Dear Sir:

Reference is made to the Knox Butte - Butte School Section, of the F. A. S. 375 Highway.

Enclosed you will find 3 base design charts prepared from laboratory tests, numbers 349836, 349837, and 349838.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

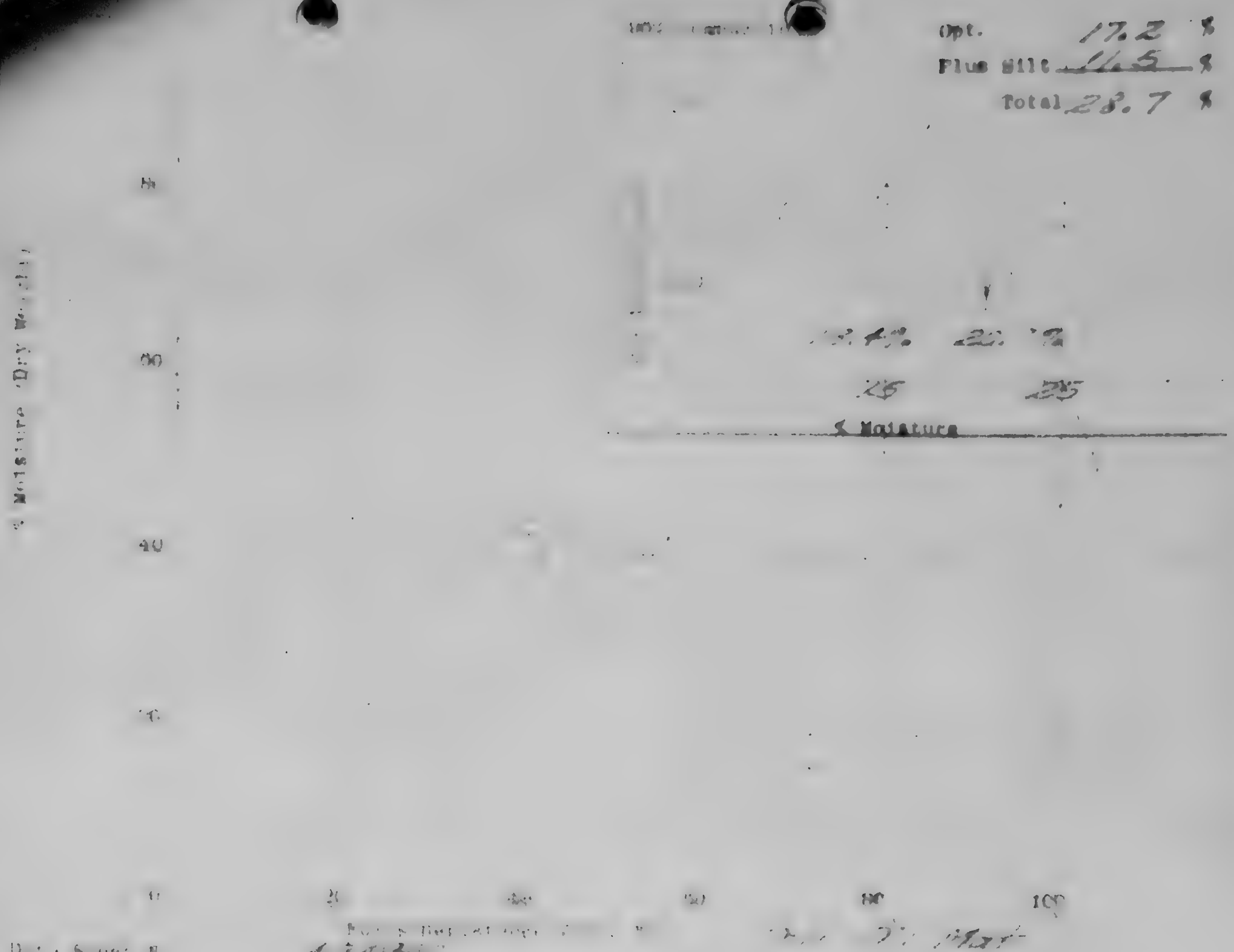
H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc
H. G. Smith
J. F. Walters
R. L. Lamm
County and City

NOTED
J. F. HAGEMANN

Opt. 17.2 %
Plus Silt 11.5 %
Total 28.7 %

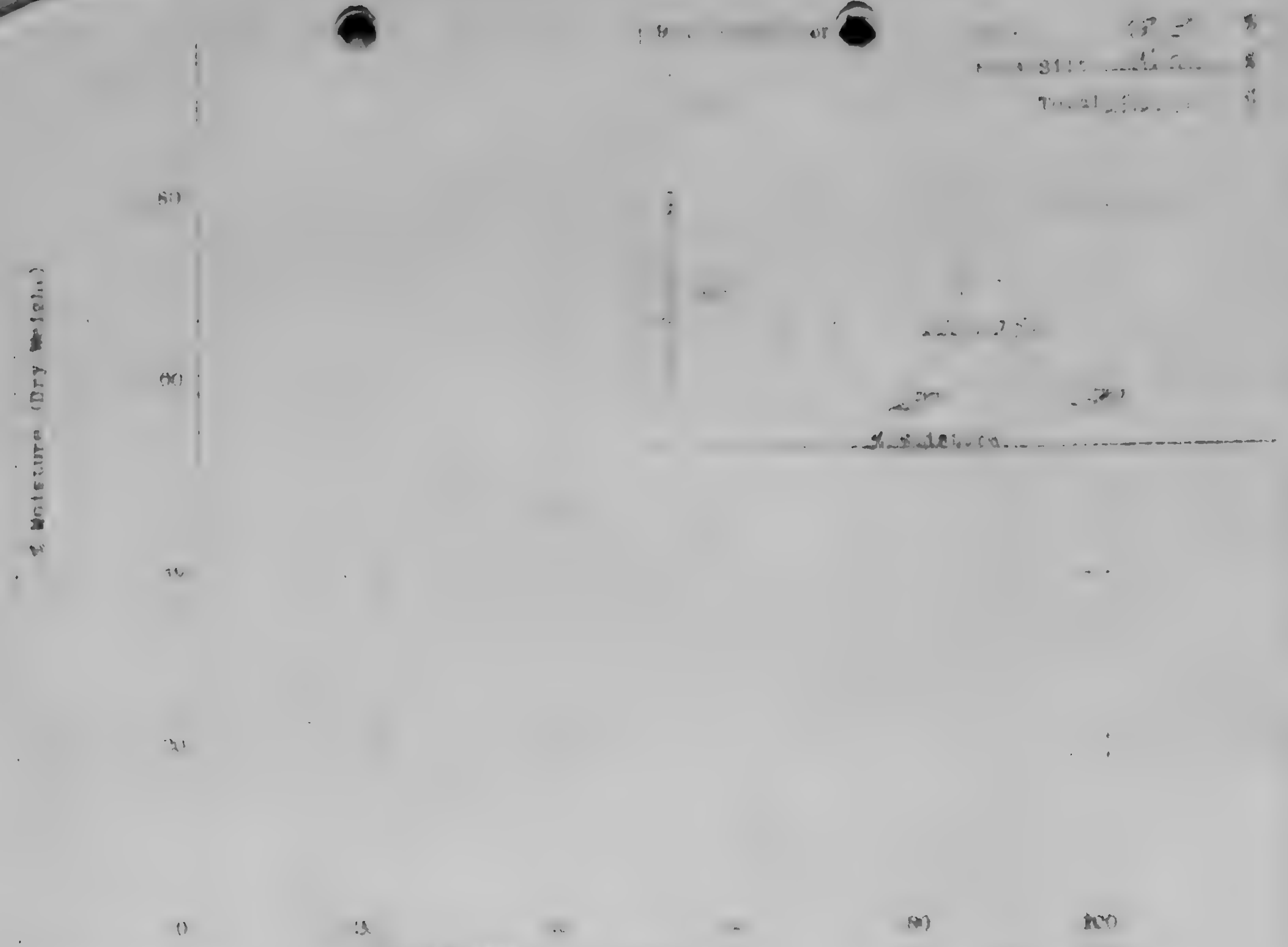


Data Sheet No. [illegible]
Lab. No. [illegible]
LL [illegible]
PI
Pass 200 Screen [illegible]
HYDROMETER ANALYSIS
Particles Larger than
2.0 mm [illegible] %
Coarse Sand [illegible] %
Fine Sand [illegible] %
Silt 54.4 %
Clay 37.3 %
Sp [illegible]
Natural Moisture %

NOTE
[illegible]

Traffic [illegible] "
Rock Reduction "
"
Wearing Surface "
"
20% Increase 3.0 "
Wearing Surface "
Total Base & Wear 14.5 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section [illegible] Butte - Butte [illegible]
Sta. [illegible] 575
[illegible] South of junction
[illegible]
[illegible]
[illegible]
Profile No. [illegible]
County [illegible]
Date [illegible]
Designed by

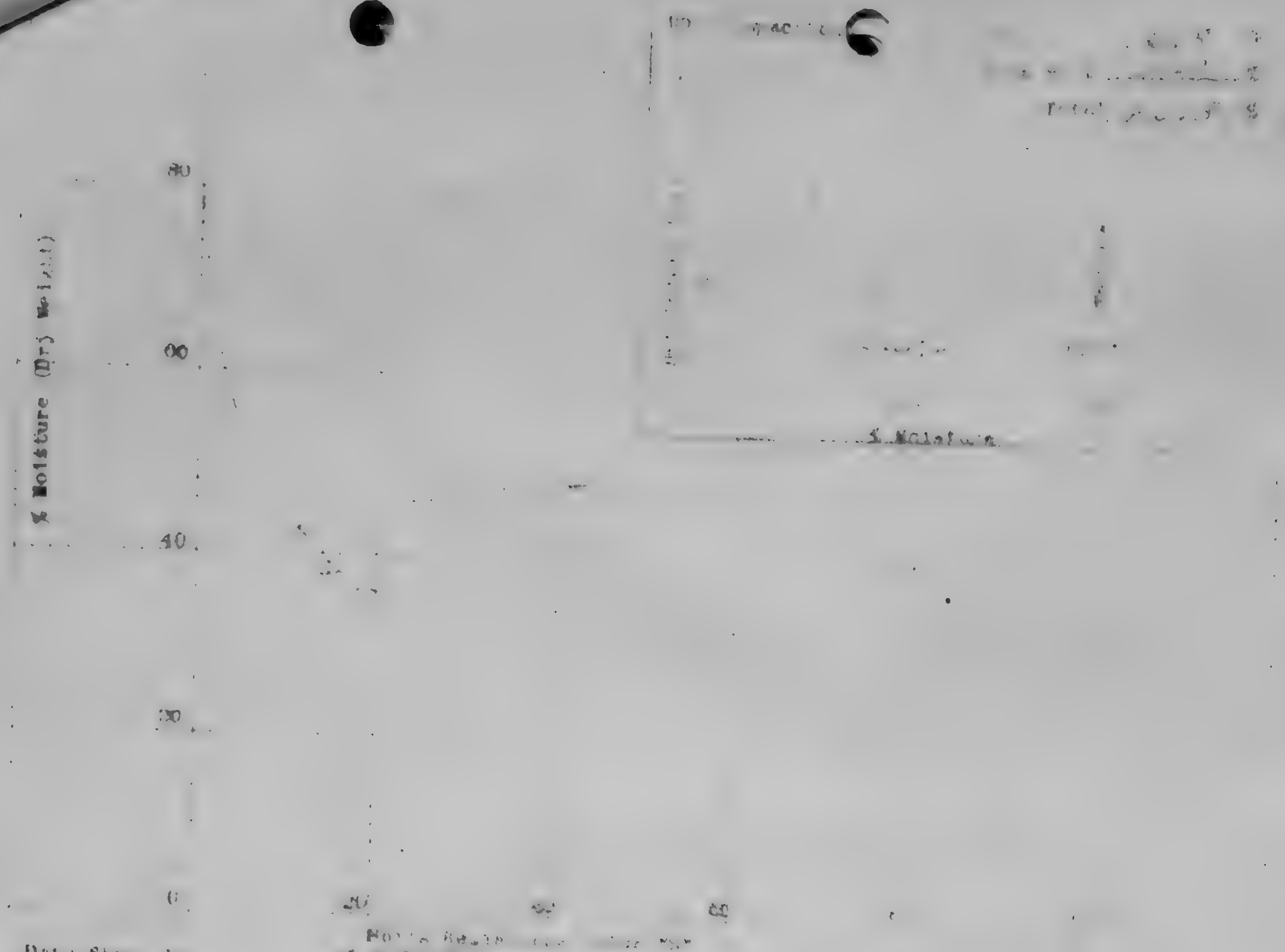


Dist. Station	[illegible]
Lab. No.	[illegible]
LL	[illegible]
PI	[illegible]
Pass 200 Screen	[illegible]
HYDROMETER ANALYSIS	
Particles Larger than 2.0 mm	[illegible]
Coarse Sand	[illegible]
Fine Sand	[illegible]
Silt	[illegible]
Clay	[illegible]
Sg	[illegible]
Natural Moisture	[illegible]

NOTE
[illegible]

Total	[illegible]
Reduction	
Wearing Surface	[redacted]
	[redacted]
200 Increase	3.0
Wearing Surface	
Total Base & Wear	4.5

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
Section *Cross Butte - Butte School*
No. [illegible]
Location *mi South of Junction*
Date [illegible]
Test Hole [illegible]
Tested [illegible]
[illegible]
[illegible]
[illegible]
Examined by [illegible]



Data Sheet No	[illegible]
Lab. No.	[illegible]
LL	[illegible]
PI	[illegible]
Pass 200 Screen	[illegible] %
HYDROMETER ANALYSIS	
Particles Larger than 2.0 mm	[illegible] %
Coarse Sand	[illegible] %
Fine Sand	[illegible] %
Silt	[illegible] %
Clay	[illegible] %
Sp	[illegible]
Natural Moisture	%

[illegible]	[illegible] "
[illegible]	"
	"
[illegible] Surface	"
	"
[illegible]	[illegible] "
[illegible] Surface	"
Total Base & Wear	5 "

NOTE

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

[illegible] DIVISION

BASE DESIGN CHART

[illegible]

Station [illegible] Construction

Hole No. [illegible]

To be used

Project No. [illegible]

County [illegible]

Date [illegible]

Designed by

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

November 1, 1954

Linn County Court
Court House
Albany, Oregon

NOTED
J. F. HAGEMANN

Gentlemen:

On October 28th the Highway Commission approved for construction with the Federal Aid Secondary funds the projects in Linn County as shown on the attached tabulation. The details as set forth in this tabulation are believed to conform with the Court's request.

Preparation of plans and specifications and approval by the Bureau of Public Roads are now required prior to contracting the proposed projects. Preliminary engineering will be handled by our Division Office in Salem and will proceed as rapidly as available engineering personnel will permit.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JFH:mm
Att.

[illegible]

Approved by Highway Commission October 28, 1954

NOTED
J. [illegible] N

LINN COUNTY
PROPOSED PROJECTS

FAS 214 - McDowell Creek Bridge, $20,000. This bridge is located approximately 0.4 mile east of the covered bridge over the S. Santiam River on the McDowell Creek County Road.

The proposed project is to construct a R.C.D.G. bridge with a 24' roadway. The FAS project will be for the structure only, including removal of the existing bridge. The county will either provide a detour bridge or close the road during bridge construction and construct road approaches as required.

FAS 214 - Waterloo-S. Santiam River Section, Approximately 3 Miles, $25,000. This section extends from the junction of the S. Santiam State Highway near Waterloo easterly and southerly along the McDowell Creek County Road as far as the county prepares the grade and base.

The proposed project is to construct an 0-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course to be placed by county forces. The county will work on this section during the winter and spring and expects to complete approximately 3 miles. Mr. Walter Larson, County Engineer, will have survey data available for this project and it is suggested he be contacted in approximately March, 1955, to set the project limits.

FAS 575 - Knox Butte Section, 1.6 Miles, $12,000. This section extends from the end of the Jefferson Junction-Knox Butte project at the junction of the Clover Ridge County Road, southerly along the Hardscrabble Hill County Road to the junction with the Albany-Crabtree County Road.

The proposed project is to construct an 0-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course being constructed by the county. The county has almost completed this section and Mr. Larson, County Engineer, should be contacted for survey data.

FAS 576 - Albany Junction-Cox Creek Section, 6 Miles, $50,000. This section extends from a county road junction approximately 1.5 miles south of Albany, easterly to the west end of the Cox Creek-Lebanon Junction project at Cox Creek.

The proposed project is to construct an 0-11 with binder 20' wide with 3' shoulders on the pit run base and crushed gravel top course being constructed by the county. The county has almost completed this section and Mr. Larson, County Engineer, should be contacted for survey data.

FAS 595 - Muddy Creek Bridge, $40,000. This bridge is located approximately 0.4 mile west of Oakville on the Albany-Oakville County Road.

The proposed project is to replace the existing 16-19' P.T. span bridge with a treated P.T. with concrete deck 24' in width. Possible this bridge could be shortened by two or three spans. The project will be for the structure only, including removal of the existing bridge. The county will close the road during construction and construct road approaches as required.

✓ FAS 595 - Orleans Junction-Tangent Junction, Approximately 3 Miles, $25,000. This section begins at the junction of FAS 216, the Orleans-Lebanon Road, and will extend southerly as far as the county prepares the grade and base.

The proposed project is to construct an O-11 with binder 20' wide with 3' shoulders on the base and leveling course to be placed by county forces. The county will work on this section during the winter and spring and expects to complete approximately 3 miles. Mr. Larson, County Engineer, should be contacted after the first of 1955 to obtain survey data and to set the project limits.

Hwy Comm Approved
10-28-54

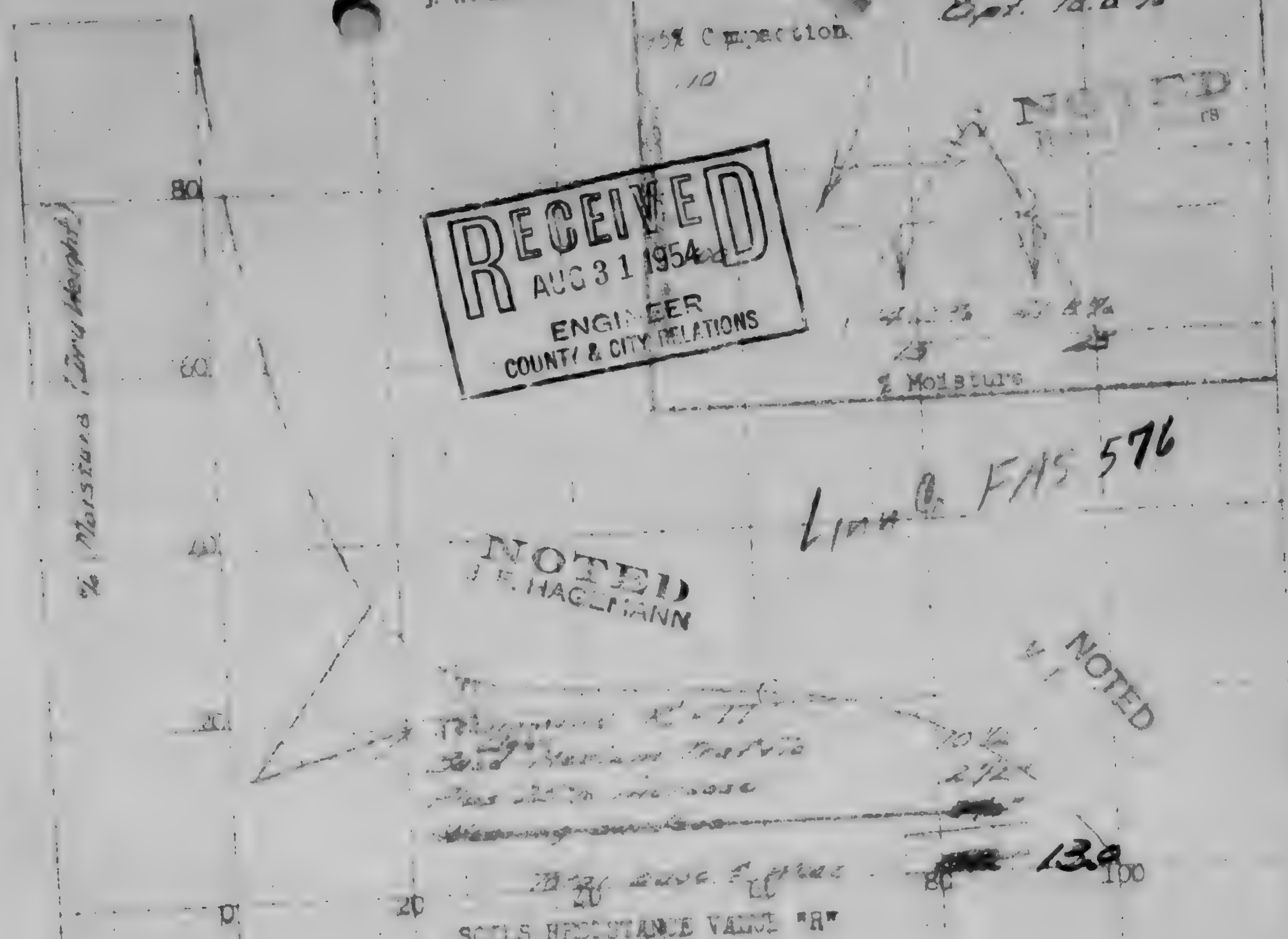
NOTED
J. W. CATTRALL

RECEIVED
AUG 31 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED
J. F. HAGEMANN

NOTED

Linn Co. FAS 576



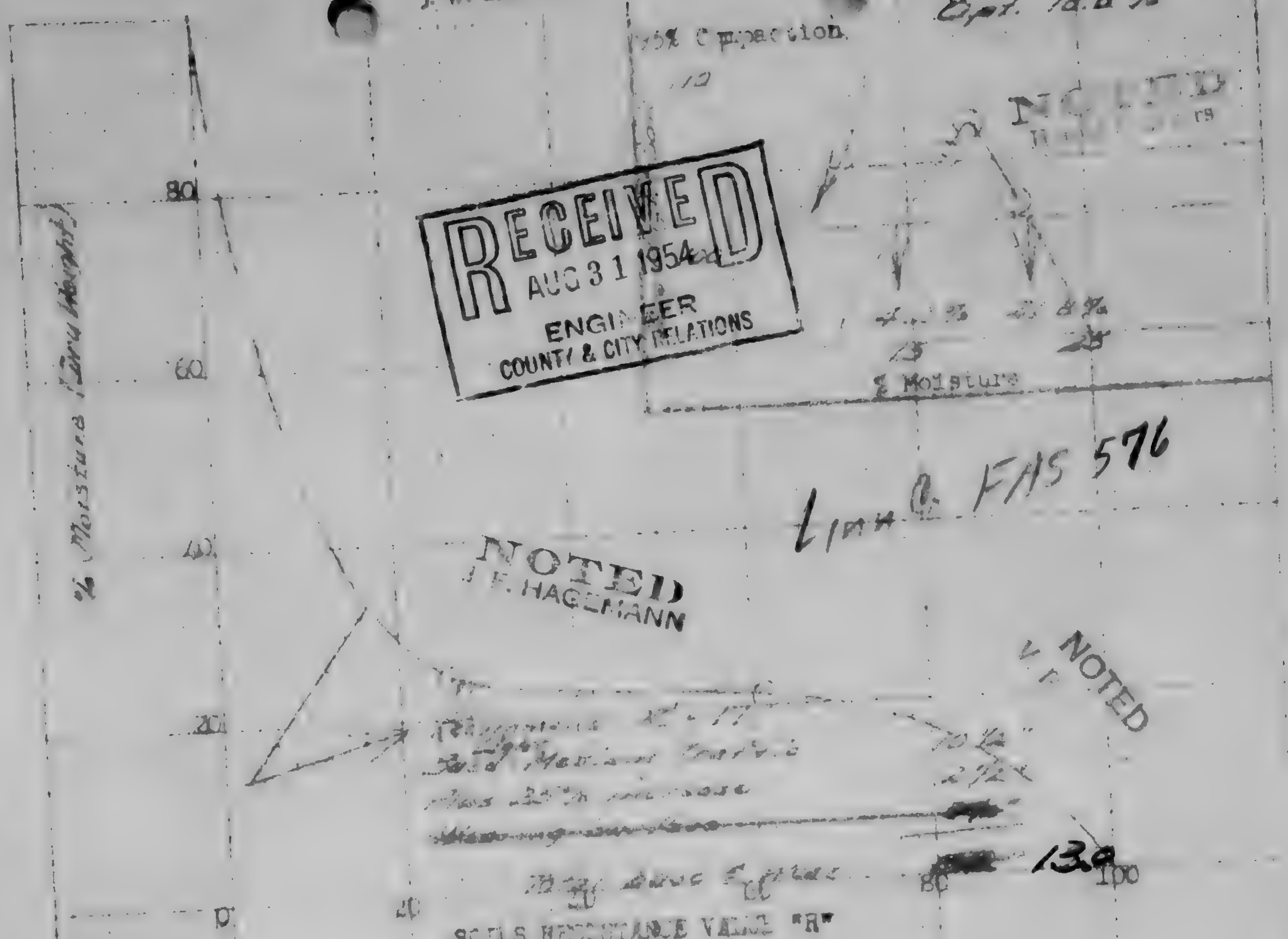
Lab. No.	2253 H
LL	27
PI	6
Pass 200 Screen	93.5
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	.5 %
Coarse Sand	4.2 %
Fine Sand	2.3 %
Silt	58.2 %
Clay	34.8 %
Colloids	
sg	2.63
Natural Moisture	

Note -
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section S. Geary St. - Santiam Highway
Co. F.A.S. 576
Station 100, 90 Rt.
Depth 0-2
Hole #
Sample # 2
To be used -
Prefix No. 528 - 1414
County - Linn

NOTED
J. W. CATTRALL



RECEIVED
AUG 31 1954
ENGINEER
COUNTY & CITY RELATIONS

NOTED

Linn Co. FAS 576

NOTED
F. HAGEMANN

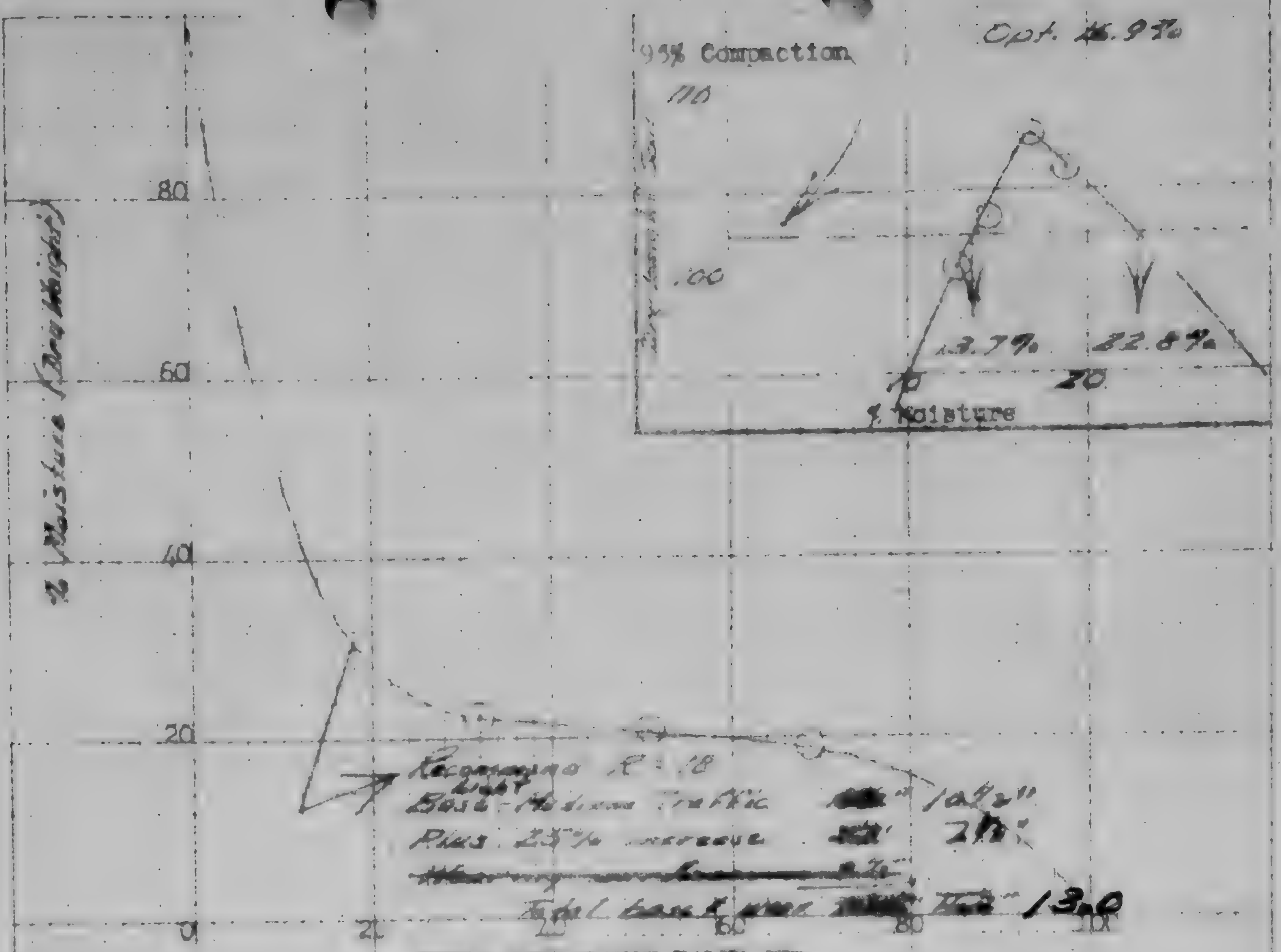
NOTED
V. F.

Lab. No.	225311
LL	27
PI	6
Pass 200 Screen	93.5
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	.5 %
Coarse Sand	4.2 %
Fine Sand	2.3 %
Silt	58.2 %
Clay	34.8 %
Colloids	
sg	2.68
Natural Moisture	

Note -
This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section S. Geary St. - Santiam Hwy Highway
On F.A.S. 576
Station 100, 30 Lt.
Depth 0-2 Elev. -
Hole # Sample # 2
To be used -
Prefix No. [illegible]
County - Linn



Recommend R = 18
Light
Base - Medium Traffic [illegible]" 10½"
Plus 25% increase [illegible] 2½"
~~Wearing surface [illegible] 2½"~~
Total base & wear [illegible] 13.0

SOILS RESISTANCE VALUE "R"

Lab. No.	325310
LL	25
PI	6
Pass 200 Screen	95.4
HYDROMETER ANALYSIS;	
Particles larger than 2.0 mm	0.0 %
Coarse Sand	2.2 %
Fine Sand	3.3 %
Silt	58.0 %
Clay	36.5 %
Colloids	
[illegible]	2.67
Natural Moisture	

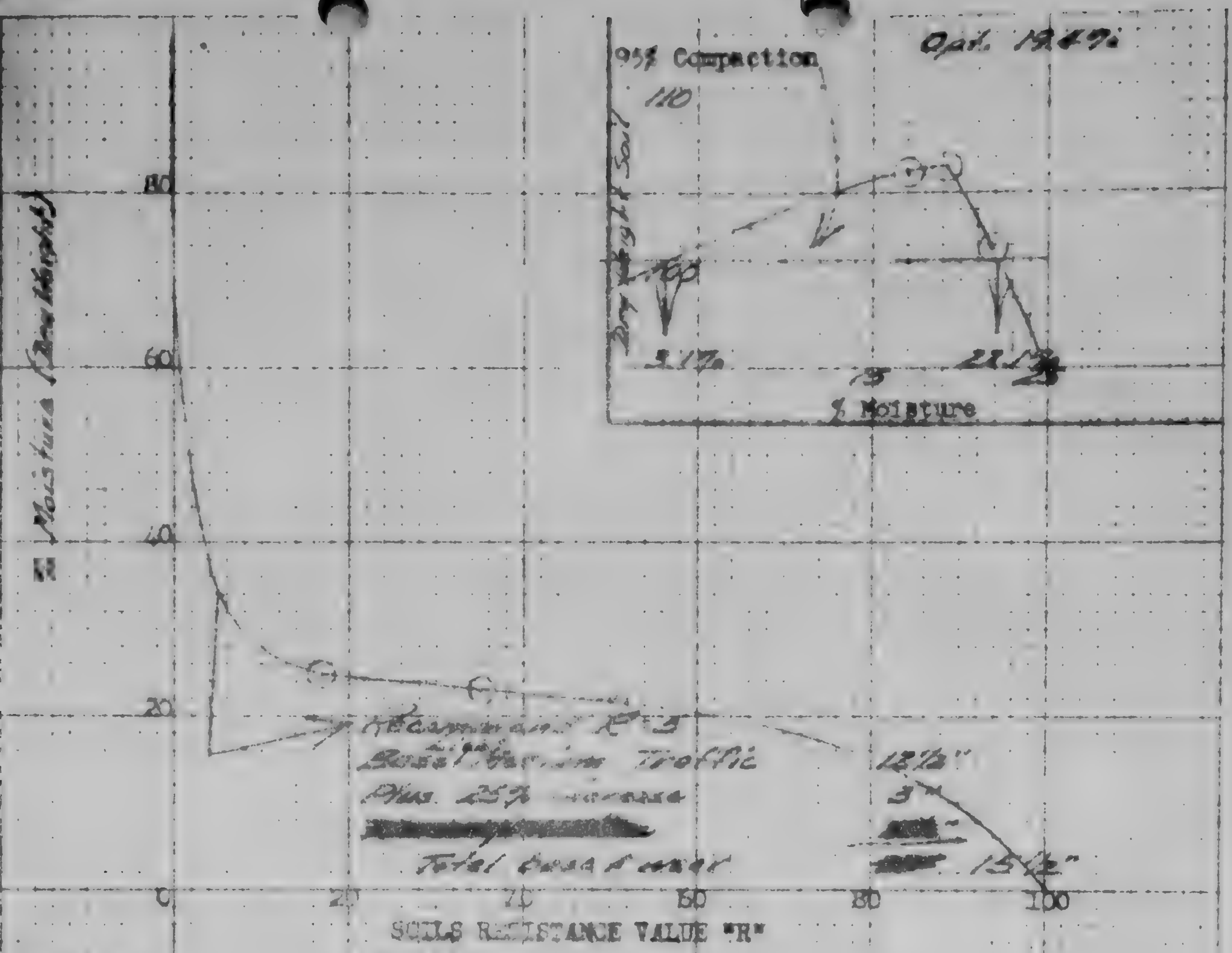
Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section S. Geary St. - Santiam Hwy
On F.A.S. 576 Highway
Station 49, 30' Lt.
Depth - 0-2' Elev.
Hole # Sample # 1
To be used -
Prefix No. [illegible]12- 14/9
County - Linn

CLEARPRINT PAPER CO.



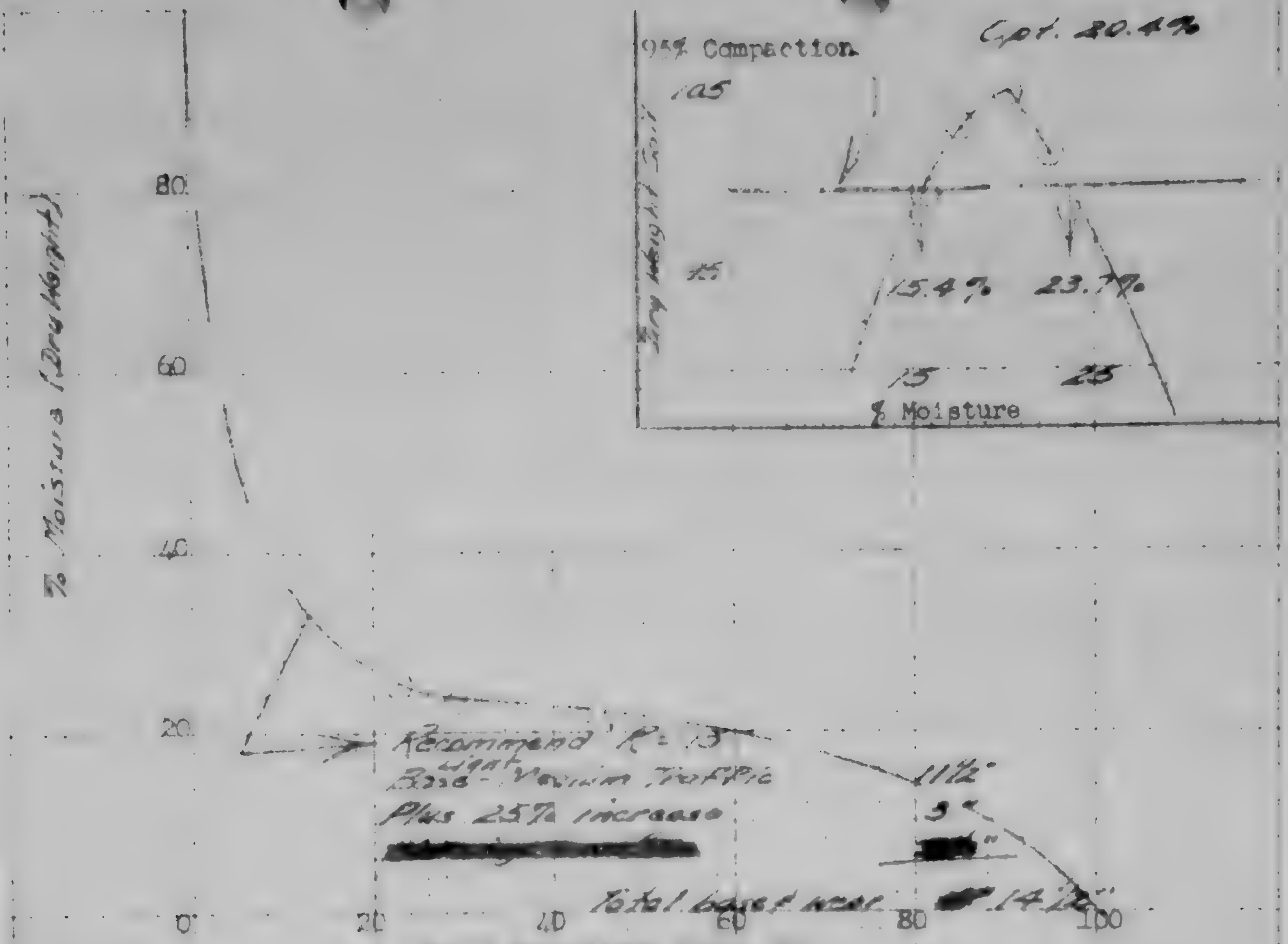
Lab. No.	52-1312
LL	27
PI	5
Pass 200 Screen	91.9
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	.7 %
Coarse Sand	3.8 %
Fine Sand	3.7 %
Silt	58.5 %
Clay	31.3 %
Colloids	
sg	2.66
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section S. Geary St. - Santiam Hwy Highway
On F.A.S. 576
Station 152, 30' Lt.
Depth - 0-2' Elev.
Hole # Sample # 3
To be used -
Prefix No. 522-1419
County - Linn



Recommend R: 13

Light Base- Medium Traffic

Plus 25% increase

[redacted]

1½"

3"

[redacted]"

Total base & wear. [redacted] 14½"

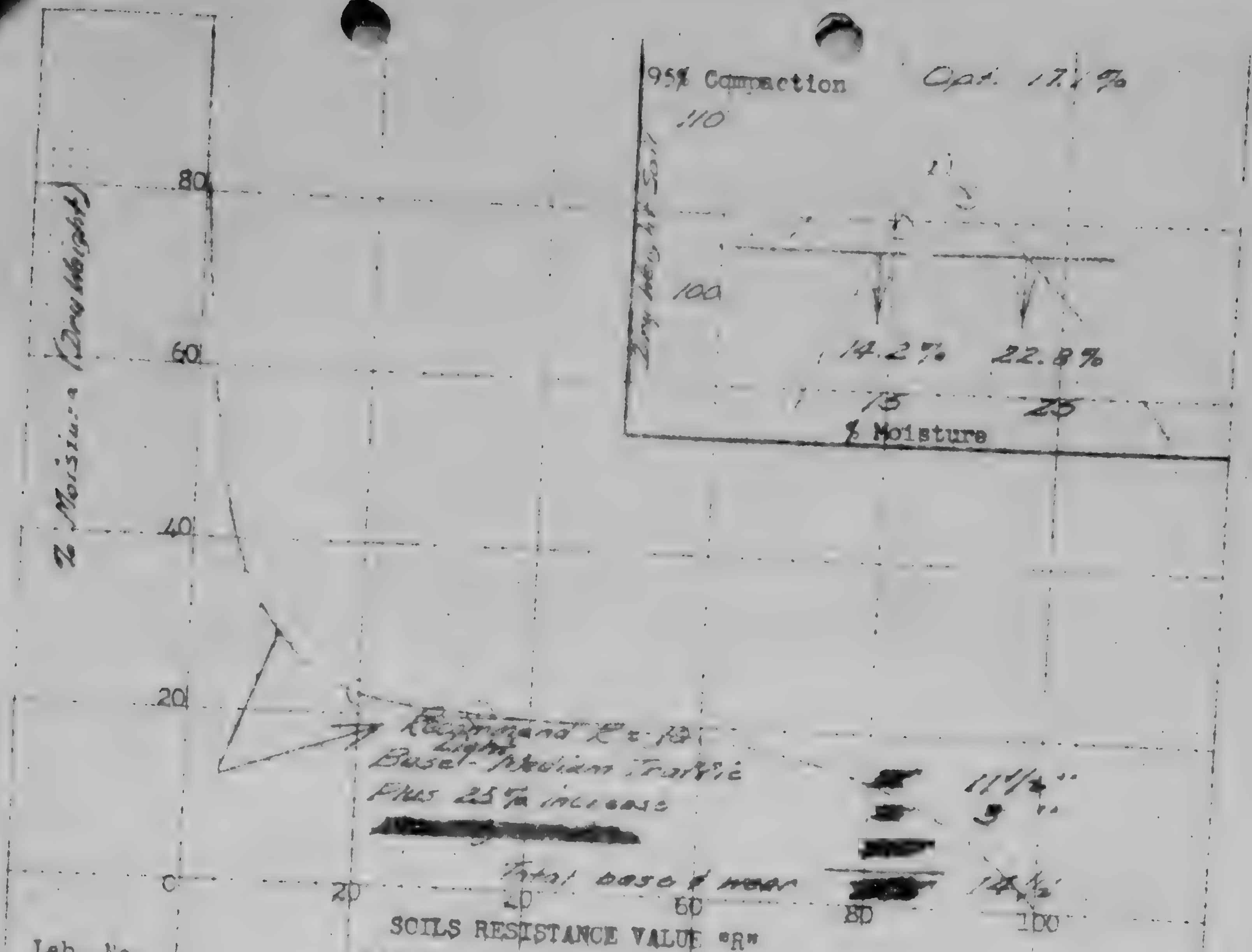
Lab. No.	325313
LL	29
PI	7
Pass 200 Screen	93.0
HYDROMETER ANALYSIS:	
Particles larger than	
2.0 mm	0.0 %
Coarse Sand	3.2 %
Fine Sand	6.8 %
Silt	55.5 %
Clay	34.5 %
Colloids	
[redacted]	2.69
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section 5. Geary St.-Santiam
On FAS 576 Linn Highway
Station 227, 15' Lt.
Depth - 0-2' Elev. -
Hole # Sample # 4
To be used -
Prefix No. 522-1419
County - Linn



Recommend R = 13
Light
Base - Medium Traffic
Plus 25% increase
[redacted]
Total base & wear

[redacted] 11½"
[redacted] 3"
[redacted]
[redacted] 14½"

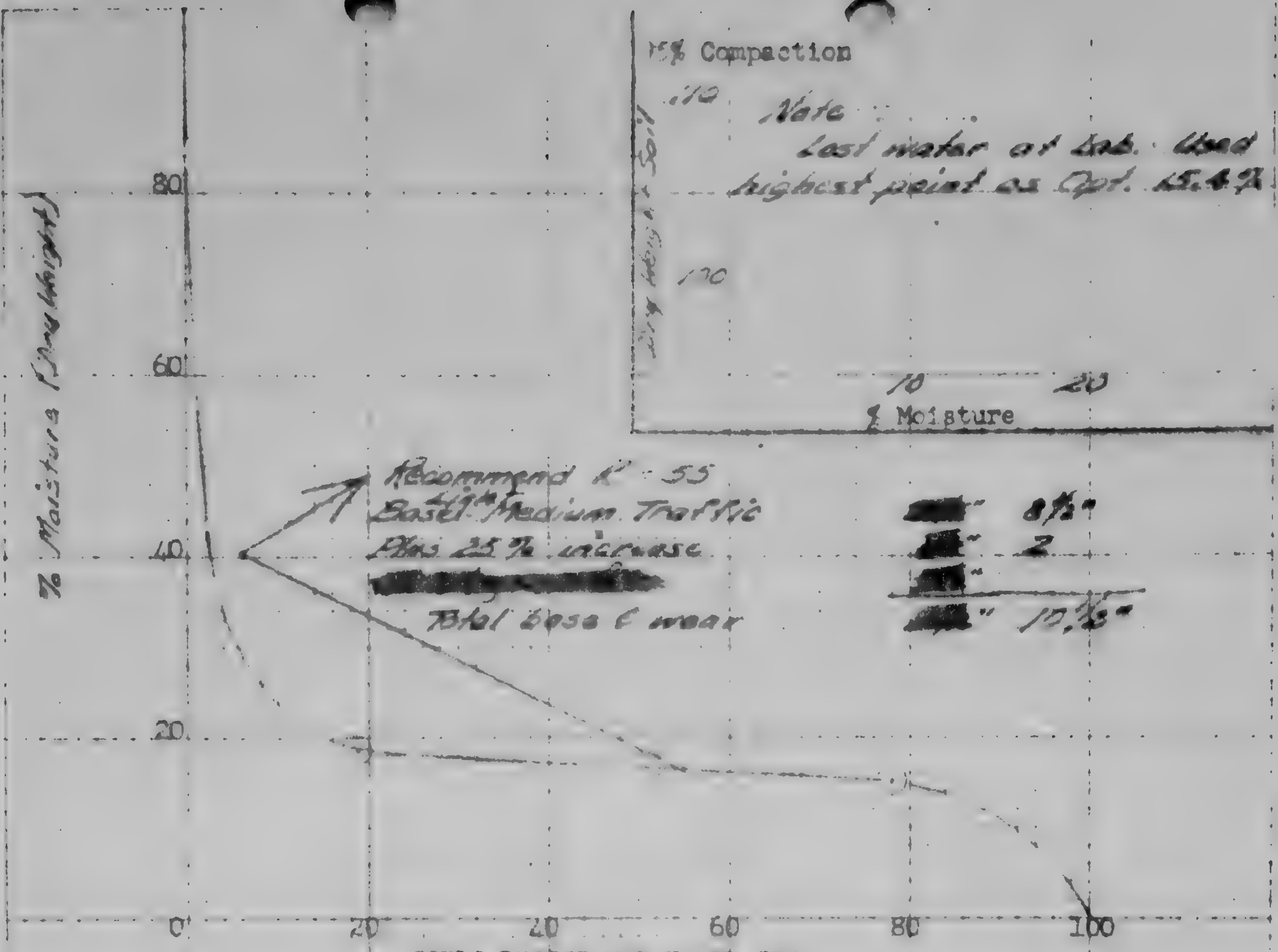
Lab. No.	325314
LL	25
PI	21
Pass 200 Screen	93.5
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	.3 %
Coarse Sand	2.6 %
Fine Sand	7.4 %
Silt	55.3 %
Clay	34.4 %
Colloids	
sg	2.69
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section S. Geary St - Santiam Hwy
On FAS 576 Highway
Station 297, 15' Rt
Depth - 0-3'
Elev. -
Hole #
Sample # 5
To be used -
Prefix No. 522-1414
County - Linn



Note:
Lost water at Lab. Used highest point as Opt. 15.4%

Recommend R - 55
Base High Medium Traffic
Plus 25% increase
[redacted]
Total base & wear

[redacted]" 8½"
[redacted]" 2
[redacted]"
[redacted]" 10½"

SOILS RESISTANCE VALUE "R"

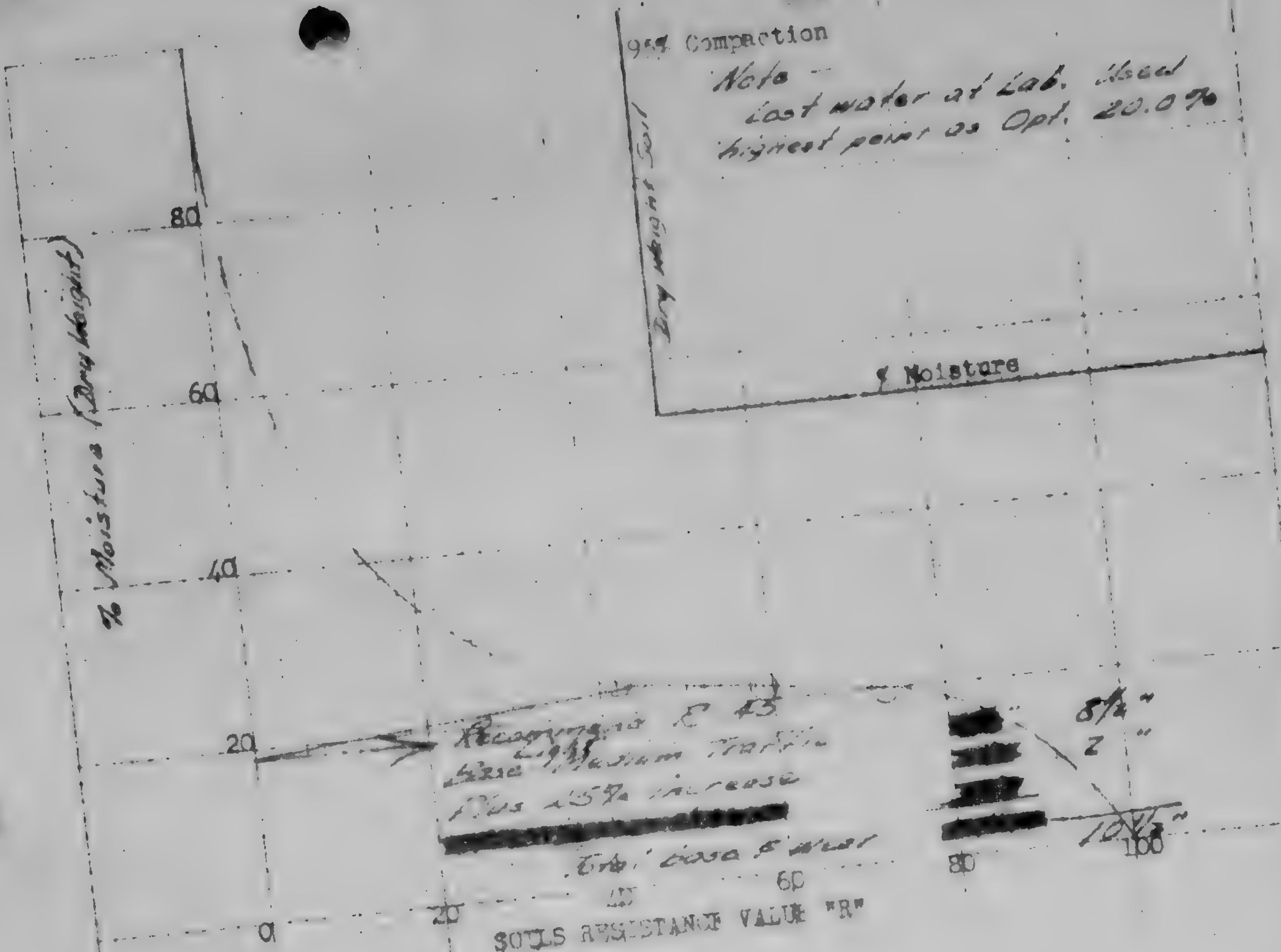
Lab. No.	325315
LL	24
PI	3
Pass 200 Screen	18.9
HYDROMETER ANALYSIS:	
Particles larger than 2.0 mm	49.6 %
Coarse Sand	27.1 %
Fine Sand	3.6 %
Silt	8.6 %
Clay	11.1 %
Colloids	
SG	2.64
Natural Moisture	

Note -

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section S. Geary St. - Santiam Hwy
On F.A.S. 576 Highway
Station 343, 25' Lt
Depth - 0-2' Elev. -
Hole # Sample # 6
To be used -
Prefix No. 522-1419
County - Linn



Note -
Lost water at Lab. Used
highest point as Opt. 20.0%

Recommend E 45
1935 Medium Traffic
Base
Plus 25% increase
[redacted]
Crs. base & wear

[redacted]

8½"
2"
10½"

	325516
Lab. No.	32
LL	11
PI	64.8
Pass 200 Screen	
HYDROMETER ANALYSIS:	
Particles larger than	8.2 %
2.0 mm	16.4 %
Coarse Sand	15.4 %
Fine Sand	26.9 %
Silt	39.1 %
Clay	
Colloids	2.55
Natural Moisture	

Note - This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils, if available, in the upper portions of the cuts and fills.

SUBBASE DESIGN CHART

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
Section S. Geary St. - Santiam Hwy. Highway
On F.A. S 516
Station 376, 25' Lt.
Depth - 0-4'
Elev. -
Hole #
Sample # 7
To be used -
Prefix No. 522-1419
County - Linn

331-1705 Elgin (North 10th Ave.) 1955
Grading & Paving.
4425

A-150—10M—[illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

RECEIVED
MAR 6 1957
ENGINEER
COU[illegible]ATIONS

Invoice No. 49719

Date March 5, 1957

Your Req. No.

Billing Request No. cc 299

Credit distribution: 331-1705-295

City of Elgin
Elgin, Oregon

Attention of Mr. A. P. Miller, City Recorder

Final billing, city's share of total cost of N. 10th Avenue grading and paving project. City of Elgin Contract No. 4425 covered by agreement dated March 25, 1955.

Advance Deposit		$4,375.00
City Share of total cost as per attached statement	$20,666.61	
Less Agreed State Share	15,000.00	
Balance Due from City		5,666.61
Amount Due		$1,291.61

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

[illegible] BILLING REQUEST

State Printing 98055

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Acting Engineer, County and City Relations

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

February 27, 1957

NOTED
V. R. JONES

Mr. A. P. Miller
City Recorder
Elgin, Oregon

NOTED
J. F. [illegible]

Dear Mr. Miller:

Final costs on the Special City Allotment project on North 10th Avenue in Elgin are now available and the agreed City's share of the total cost, as shown in the attached statement, is $5,666.61.

Under the terms of the agreement dated March 25, 1955, the City of Elgin is to pay all costs of the project in excess of $15,000. As the advance deposit made by the City for this project was $4,375, a balance of $1,291.61 is now due the State from the City. A billing for this amount will be forwarded by our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Acting Engineer, County and City Relations

HCA:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

A

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

Elgin City Allotment Project
Grading and Paving: North 1[illegible]th Avenue
Contract No. 44[illegible]5

February 27, 1957

PAYMENTS TO CONTRACTOR

Item	Quantity		[illegible]	Total
1. Drainage excavation	84.67	c.y.	$1.[illegible]	$ [illegible].39
2. General excavation	33[illegible].7[illegible]	c.y.	.[illegible]	1[illegible]7.35
3. 12" concrete culvert pipe	33	l.f.	[illegible]	82.5[illegible]
4. 18" concrete pipe	33	l.f.	[illegible]6	[illegible]32.00
5. Crusher run in base	[illegible]	[illegible]	[illegible].4[illegible]	[illegible],8[illegible]
6. 3/4"-0" crushed material in base	[illegible]	[illegible]	3.[illegible]	3,748.[illegible]
7. Sprinkling	[illegible]	M gal.	3.[illegible]	[illegible]7[illegible].7
8. Class "B" asphaltic concrete	[illegible]	Ton	[illegible]	8,[illegible]
Price Agreement #1: 3/4 [illegible]	8[illegible]	[illegible]	[illegible]5	3[illegible]

Subtotal, Contract Items .... $13,7[illegible]4
State Purchase of [illegible] 3/4 [illegible] Stock... 3[illegible]4.[illegible] credit
Adjusted Subtotal .... $13,4[illegible]4

Construction Engineering .... $ 1,[illegible]8.35
Survey 341.82

TOTAL COST $2[illegible],[illegible]06.61

Agreed State Share .... 15,[illegible]0.00

City Share of Cost .... $ 5,[illegible]06.61
City Advance Deposit 4,375.00

ADDITIONAL FUNDS DUE STATE FROM CITY. $ 1,2[illegible]1.61

HCA:mm

A

331-1705
4425

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 13, 1956

CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4425	3-Final	Russell Olson Const. Co.	
VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24121	H-165284	$ 916.50	11/13/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Sept. 30, 1956

Completion Date: Sept. 18, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-15-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: NOV 15 1956

Ruth Rawlings

A

RECEIVED
NOV 1 1956
FOR FILING

31-1775

4425

November 1, 1956

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4425 for work performed on the Elgin (North 10th Ave.) City Street Section in Union County was completed by the contractor, Russell Olson Construction Company, on September 18, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $916.50 will be released to the contractor on or after November 12, 1956. The total contract amount is $18,780.54 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
OCT 12 1956
FOR FILING
331-1705

4425

October 12, 1956

CERTIFIED MAIL

The Home Indemnity Company
L. M. Thompson, Manager
520 Lumbermens Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Russell Olson Construction Co. on contract No. 4425, for grading and paving on the Elgin (N. 10th Avenue) City Street Section in Union County. This payment, in the amount of $9,351.26, will be released to the contractor on or after October 22, 1956. The retained percentage is $552.50.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

A

FORM E-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 10 1956
FOR FILING

331-1705
4425

October 9, 1956

Russell Olson Construction Co.
P. O. Boc 272
Pendleton, Oregon

Gentlemen:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from August 31, 1955 to September 30, 1956 within which to complete your contract No. 4425, covering grading and paving on the Elgin (North 10th Avenue) City Street Section in Union County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

J. C. Hiatt,
Resident Engineer

Tom Edwards,
Construction Engineer

Form E-1—10M—1-56

331-1705

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL
No. 5

For Week Ending September 22, 1956

Section Elgin (N. 10th Ave.)
Highway City Street
Contractor Russell Olson Construction Co.
Date of contract April 28, 1955
Date work started September 7, 1955
Project authorization $19,057.50
Exclusive of Engineering $17,702.30

Kind of work Grading & Paving
Section prefix 331-1705
Contract number 4425
Date of completion August 31, 1955
Estimated date of completion September 18, 1956
Per cent of time elapsed 407.2 %

Estimated cost of completed project, exclusive of engineering $18,416.54
Estimated per cent overrun 8.7 %
Per cent of contract completed, based on total contract price 108.7 %
Engineering authorization $1,335.20
Engineering cost to date $1,495.35, 112 %
Date project was completed September 18, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Placing of crushed rock shoulders was begun Monday AM and completed Tuesday PM.

This completes the job.

Noted
M. N. Juve

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

NOTED

NOTED
L. H. Young

NOTED
[illegible]

Signed J. C. Hutt
Address La Grande

NOTED
V. D. WOLFE

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 99073

	GRADING	SURFACING	MAI NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.49	0.49			0.49
Miles partially completed					
Miles completed	0.49	0.49			0.49
Total estimated quantities (contract)	700 CY	2,900 CY			1,000 Tons
Total quantities corrected to date	334.7 CY	3,306 CY			1,054.605 Tons
Estimated quantities moved or placed to date	334.7 CY	3,306 CY			1,054.605 Tons
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		7			

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ....1..., Rollers ...1..., Mixers ...., 1 Water Wagon, 1 Loader Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., 2 Dump Trucks, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & warm		
Monday	Fair +83°		
Tuesday	Partly overcast warm		
Wednesday	Partly overcast moderate		
Thursday	Cloudy with light showers, clearing P.M., cool		
Friday	Cloudy A.M., clearing P.M. +63°		
Saturday			

1

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SEP 21 1956
FOR FILING

231-1105

4425

September 21, 1956

Oregon State Highway Commission

Request for extension of time
No. 30
September 27-28 meeting

Gentlemen:

Herewith is a request from the Russell Olsen Construction Company for an extension of time on the Elgin City Street Contract No. 4425, from August 31, 1955 to September 30, 1956.

The contractor encountered numerous springs in the subsurface on this project and had considerable trouble controlling and draining the area. Because of this drainage problem, the engineer requested that it not be paved in the fall of 1955. Because of the small amount of work involved in paving, the contractor did not attempt to complete the project this year until he had his paving plant working in the vicinity of another project. There was little or no inconvenience to the traveling public, and the State suffered no added expense because of the overrun. I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

RECEIVED
FEB 17 1956
FOR FILING

23-[illegible]
4425

February 16, 1956

Harrisburg Sand & Gravel Company
Morse Bros.,
P.O.Box 117
Harrisburg, Oregon

ATTENTION: W. F. Morse

Dear Sir:

This is to acknowledge your letter of February 14 in which you state that you have a claim against John R. Saxton on contract #4425 in the amount of $6,311.77.

We believe that the contract to which you refer is our contract #4435 awarded to John R. Saxton for paving the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

The United Pacific Insurance Company, 302 Lewis Bldg., Portland 4, furnished the performance bond with this contract, which bond is given to assure completion of the work and payment for all of the bills incurred in the contract.

This contract was completed November 3, 1955 and accepted by the Commission January 26, 1956. Final payment is scheduled to be made on or after February 25, 1956.

If you feel that you should protect your claim for a period longer than six months following completion of the acceptance of the contract, it is suggested that you file a claim with the Secretary of State. For your convenience in preparing this filing, we have attached excerpts of the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

FAQ:do
Attach.

Harrisburg Sand & Gravel Company
MORSE BROS.
P. O. BOX 117 • HARRISBURG, OREGON • PHONE 462

Feb.14, 1956

Mr. H.B. Glaiser
State Highway Commission
State Highway Bldg.,
Salem, Oregon

Dear Sir:

In September 1955 we did work for John R. Saxton on Contract # 4425 in the amount of $ 6311.77. To Date we have received nothing on this account. We therefore wish to file with you this letter of attachment against said contractor.

Thank you for your assistance on this matter.

Yours very truly,
Harrisburg Sand & Gravel Co.
By : W.F. Morse
W.F.Morse-Partner

REFERRED TO
SECRETARY

RECEIVED

gf

RECEIVED
MAY 27 1955
FOR FILING

331-1705
4425

B

May 27, 1955

Russell Olson Construction Co.
P. O. Box 272
Pendleton, Oregon

Gentlemen:

We enclose herewith a fully executed copy of contract No. 4425 which was awarded to you April 28, 1955 by the State Highway Commission, covering grading and paving N. 10th Ave., in the City of Elgin in Union County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RECEIVED
MAY 12 1955
FOR FILING

3-1-1705
4425

April 23, 1955

Russell Olsen Construction Co.
Pendleton, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your proposal for the Elgin (North 10th Ave.) grading and paving project in Union County for the sum of $16,940 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4425.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

S
E

ESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 28, 1955
3:00 p.m.

Russell Olson Construction Co.
Pendleton, Oregon

Contract for Elgin (North 10th Ave.) Grading and Paving Project, Union County, for which you submitted low bid on April 14 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
C. W. Head
Files

By H. C. Ayers

H. C. Ayers
Field Engineer

HCA:mm

cc: S. H. Probert

RECEIVED
APR 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
APR 29 1955
FOR FILING

331-1705
4425

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: Mr. W. C. Williams
OFFICE

L

We have received this date the City of Elgin's advance deposit of $4,375 in connection with the Special City Allotment project in Elgin. This project is now clear for award of contract.

John W. Cattrall
Engineer, County and City Relations

By H. C. Ayers
H. C. Ayers
Field Engineer

HCA:mm

~~cc: S. H. Probert~~

RECEIVED
APR 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

P

OR FILING

Fin & Acct
Alloc
Cities

Elgin

April 7, 1955

Mr. A. [illegible]. Miller, City Recorder
City Hall
Elgin, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Elgin covering the Special City Allotment project on North Tenth Street in the City of Elgin.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
APR 11 1955

FOR FILING

Div's Acct
allocations
To cities

Elgin

Salem, Oregon
April 7, 1955

Sp. State tax St. Funds
#75

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached is a conformed copy of an agreement with the City of Elgin covering the Special City Allotment project on North Tenth Avenue in the City of Elgin.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Elgin, Oregon.

Secretary

rn
Attach: 1

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

[illegible]D TO
Glaisyer

Attached are three copies each of agreements covering Special City Allotment projects in the following cities:

Elgin: North Tenth Avenue
Madras: "E" Street and Tenth Street
Shaniko: Fourth Street and "E" Street

Two copies of each agreement have been executed by the cities and are now ready for presentation to the Highway Commission. Both copies of each agreement require your signature of approval.

These projects were approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-7-54 Minutes Page 29

RECEIVED
APR 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
V. R. JONES

April 15, 1955

NOTED
Harold C. Ayers

NOTED
J. W. CATTRALL

Mr. A. P. Miller
City Recorder
Elgin, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On April 14, 1955, the State Highway Commission received a bid on the N. Tenth Avenue Special City Allotment project in Elgin. The bid was made by Russell Olsen Construction Company of Pendleton and the estimated total cost based on this bid is as follows:

Contract Items	$16,940.00
Engineering & Contingencies	2,117.50
Survey	320.00
TOTAL...	$19,377.50

As per the agreement between the city and state, the city is to pay all costs in excess of $15,000 and is to make this payment by means of an advance deposit. If the city wishes to proceed with the project, an advance deposit of $4,375 is required. Please make this deposit by means of a certified check payable to the Oregon State Highway Commission.

Your immediate attention to this matter will be appreciated as a contract cannot be awarded until the deposit is in our hands.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Called by phone
4-27-55
Mr. Miller said he would send
check 4-28-55
HCA

HCA:mm

/

Memo to File

To

File No.

From

Date March 30, 1955

Subject State Highway Commission Assistance Allocations to Cities for Street Improvement.

City of Elgin

I have checked Ordinance No. 3, Series 1955, with the City of Elgin, and have examined the Charter in the Supreme Court Library with respect to the agreement to be entered into by the State Highway Commission with the said City. Based on such examination, I approve the Ordinance as to form.

It is to be noted, however, that the Council has no authority to create a floating debt in excess of $10,000.00. Under the circumstances, I would recommend acquiring the funds from the City before awarding the bid.

O. E. McAdams Jr.
O.E. McADAMS, JR.

State Printing 75703

cost of said project in excess of the said sum of Fifteen Thousand and no/100 ($15,000.00) Dollars,

THE CITY OF ELGIN ORDAINS AS FOLLOWS:

Section 1. That the certain form of agreement hereinabove referred to be entered into by the City of Elgin, Union County,

C. D. Cannon
County and City
W. P. Milne

ORDINANCE NO. 3

Series, 1955

AN ORDINANCE PROVIDING FOR A FORM OF AGREEMENT BY AND BETWEEN THE CITY OF ELGIN, UNION COUNTY, OREGON, AND THE STATE OF OREGON ACTING BY AND THROUGH ITS STATE HIGHWAY COMMISSION, FOR THE IMPROVEMENT OF NORTH TENTH AVENUE FROM A POINT 12 feet NORTH OF DIVISION STREET TO A POINT 250 feet NORTH OF GALVESTON STREET, A DISTANCE OF APPROXIMATELY 0.49 MILE, AND DECLARING AN EMERGENCY.

WHEREAS, the City of Elgin, Union County, Oregon has heretofore made application to the Oregon State Highway Commission for assistance in repairing or reconstructing that certain street in the City of Elgin, Union County, Oregon, more particularly described as follows: North Tenth Avenue from a point 12 feet north of Division Street to a point 250 feet north of Galveston Street, a distance of approximately 0.49 mile, under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the said Oregon State Highway Commission has accepted such application for the repair and reconstructing of the hereinabove described street, and

WHEREAS, in the form of agreement prepared by the Oregon State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof as though set forth fully herein, the Oregon State Highway Commission has agreed to pay the cost of the hereinabove described project to improve, not to exceed Fifteen Thousand and no/100 ($15,000.00) Dollars, and the City of Elgin, Union County, Oregon to pay all cost of said project in excess of the said sum of Fifteen Thousand and no/100 ($15,000.00) Dollars,

THE CITY OF ELGIN ORDAINS AS FOLLOWS:

Section 1. That the certain form of agreement hereinabove referred to be entered into by the City of Elgin, Union County, Oregon, and the State of Oregon, acting by and through the Oregon State Highway Commission, providing for the improvement of North Tenth Avenue as hereinabove described, and that said agreement is hereby approved and accepted as submitted;

Section 2. That the Mayor and City Recorder of said City be and they are hereby authorized and directed to execute said agreement in triplicate and deliver such executed agreement to the Oregon State Highway Commission for execution by said Commission;

Section 3. That, whereas, it is necessary that said improvement project be initiated in the spring or summer of 1955 due to weather conditions; and, whereas, the Oregon State Highway Commission cannot award a contract for said improvement project until said agreement has been executed by the Mayor and City Recorder of said City, thereby involving the peace, health, and welfare of the people of said City, an emeregency is declared to exist and this Ordinance shall take effect on the date of its passage by the Council and its approval by the Mayor.

PASSED this 25 day of March, 1955, by 5 Councilmen voting therefor.

APPROVED this 26 day of March, 1955.

Attested and filed this 26 day of
March, 1955

-s- Rex C. Roulet
MAYOR

Rex C. Roulet

-s- A. P. Miller
CITY RECORDER

State of Oregon:
County of Union: ss
City of Elgin:

I, the undersigned, A. P. Miller, hereby certify that I am the duly appointed, qualified and acting City Recorder of the City of Elgin, Union County, Oregon; that I have compared the foregoing Ordinance No. 3 , Series, 1955, of said City, with the original thereof in my custody and on file in my office, and that the same is a correct transcript therefrom and of the whole of such original.

A P Miller

FORM E-30 25M 9-51 52315

NOTED
V. R. JONES

NOTED
Harold C. Ayres

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 4, 1955

SUBJECT: Base Design Charts

RECEIVED
7 1955
ENGINEER
CONST... ATIONS

To: ~~Mr. A. F. [illegible]~~
~~Division Engineer~~
~~Division V~~
~~La Grande, Oregon~~

Dear Sir:

Reference is made to the N. 10th Ave. Section of the Elgin City Streets.

Enclosed you will find 4 base design charts prepared from laboratory tests, numbers 356327, 356328, 356329, and 356330.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

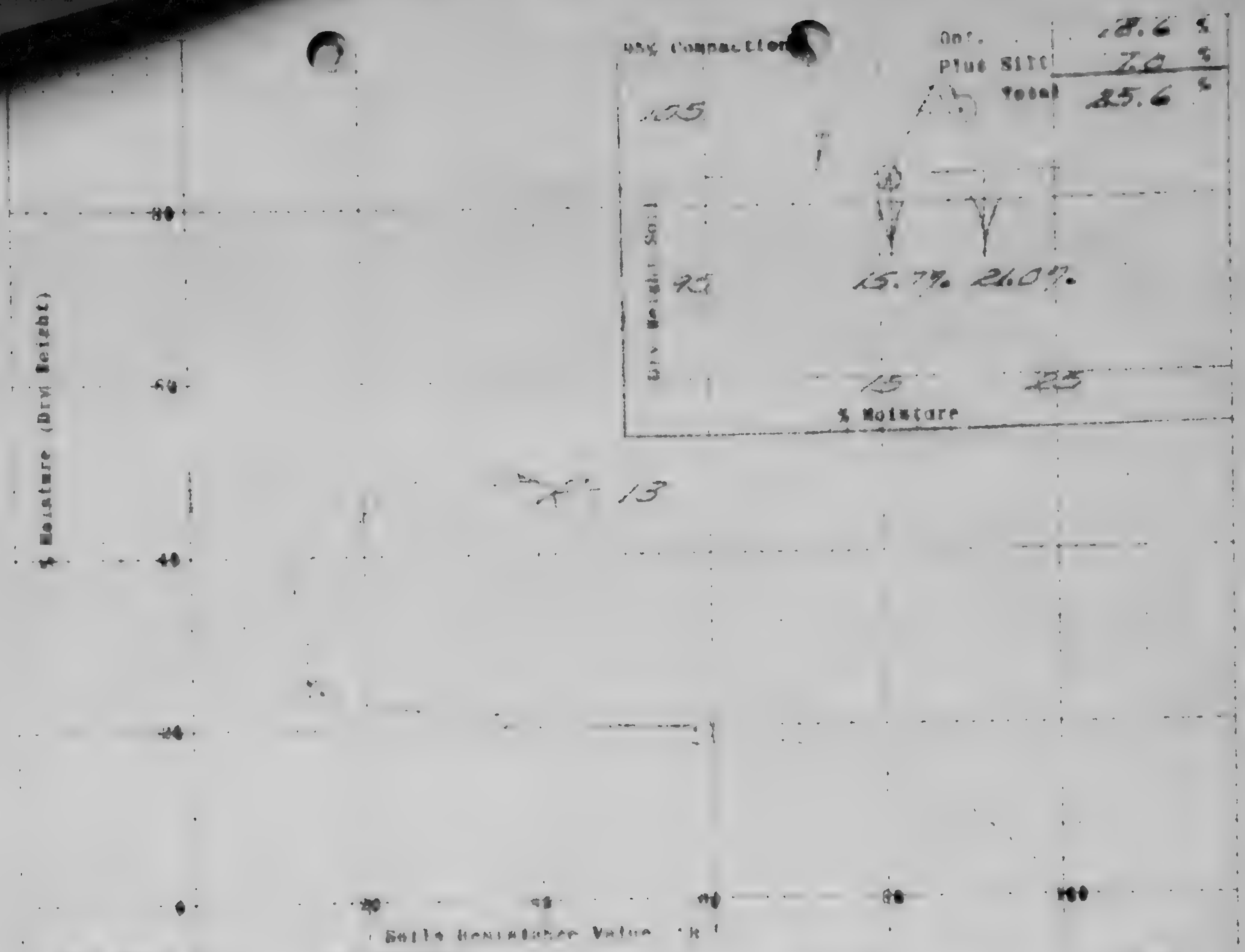
Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
C. D. Cannon
County and City
W. P. Milne



Data Sheet No 4.3848
Lab. No. 3.56327
LL 31
PI 7
Pass 200 Screen 25.6 %
HYDROMETER ANALYSIS
Particles larger than
2.0 mm 14.3 %
Coarse Sand 14.8 %
Fine Sand 16.1 %
Silt 44.6 %
Clay 26.2 %
SG 2.64
Natural Moisture %

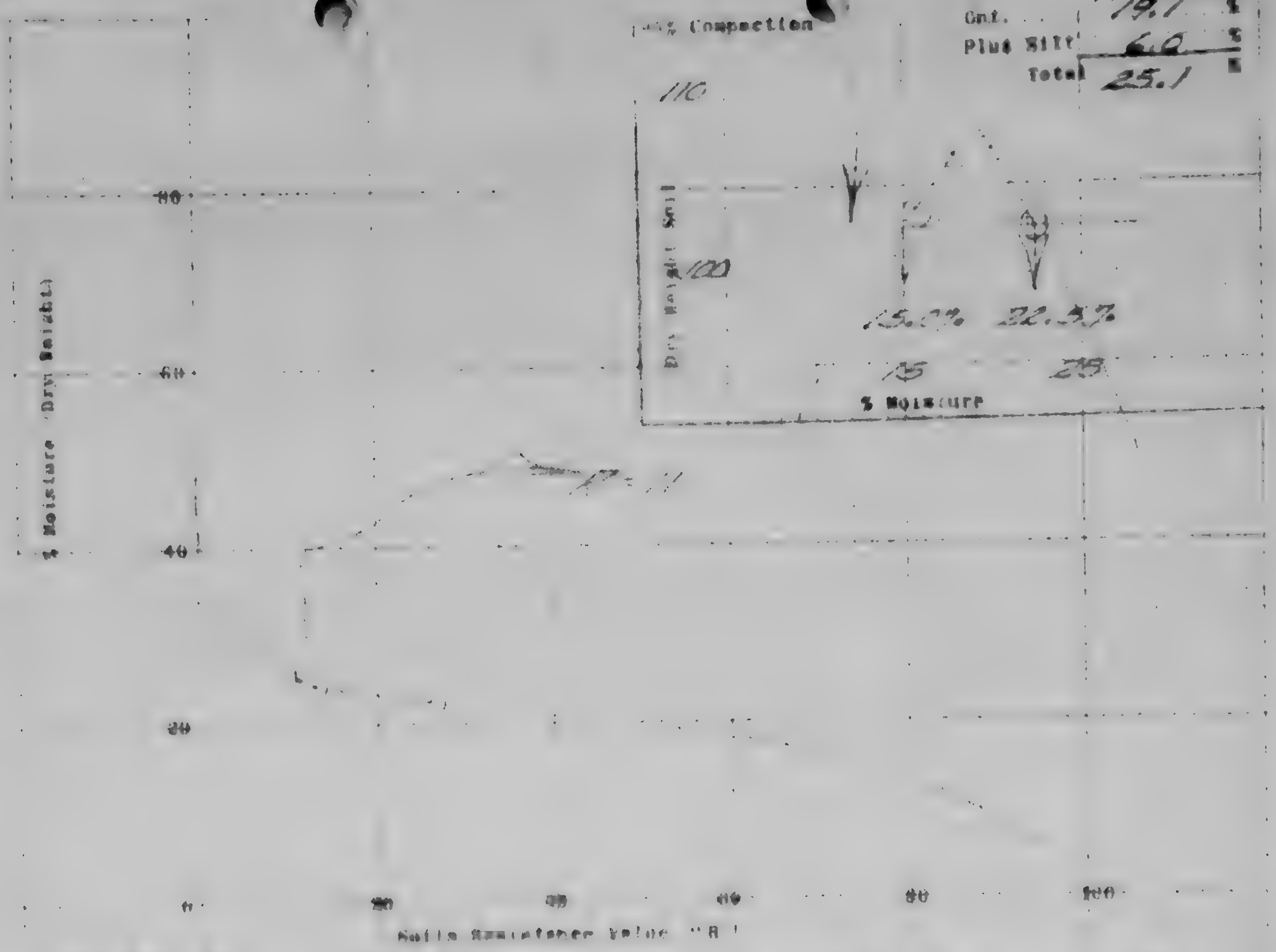
NOTE

This curve indicates the recommended base and surfacing requirements for this [illegible] soil after consideration of the moisture and climate conditions. For design purposes it will be necessary to consider the quantity of [illegible] represented by this soil and the possible reduction of base thickness by the use of better soil if available in the upper portions of the cuts and fills. If these soils [illegible] base tests should be [illegible] construction.

Base & Wear [illegible] Traffic 17.5"
Minus Frost Reduction ——
Minus Wearing Surface 3.0
14.5
Plus 25% Increase 3.5
Plus Wearing Surface 3.0
Total Base & Wear 21.0"

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section [illegible]
Hwy [illegible]
Station 22
Depth 3'-5"
Hole #
To be used -
Profile No.
County Union
Date 2-3-55
Designed By



Cnt.	19.1	%
Plus Silt	6.0	%
Total	25.1	%

Data Sheet No	42848.
Lab No	56-328
LL	31
PI	[illegible]
Pass 200 Screen	74.6 %
HYDROMETER ANALYSIS	
Particles larger than 2.0 mm	9.7 %
Coarse Sand	5.3 %
Fine Sand	14.6 %
Silt	43.5 %
Clay	27.1 %
Sg	2.77
Natural Moisture	%

Base & Wear M-5 Traffic	18.0
Minus Rock Reduction	----
Minus Wearing Surface	3.0
	15.0
Plus 25% Increase	3.5
Plus Wearing Surface	3.0
Total Base & Wear	21.5

NOTE

This curve indicates the recommended base and surfacing requirements for [illegible] particular soil under construction of [illegible] conditions. [illegible] it will be necessary to consider the capacity of [illegible] [illegible] use of better [illegible] available [illegible] [illegible] base depth [illegible] construction.

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

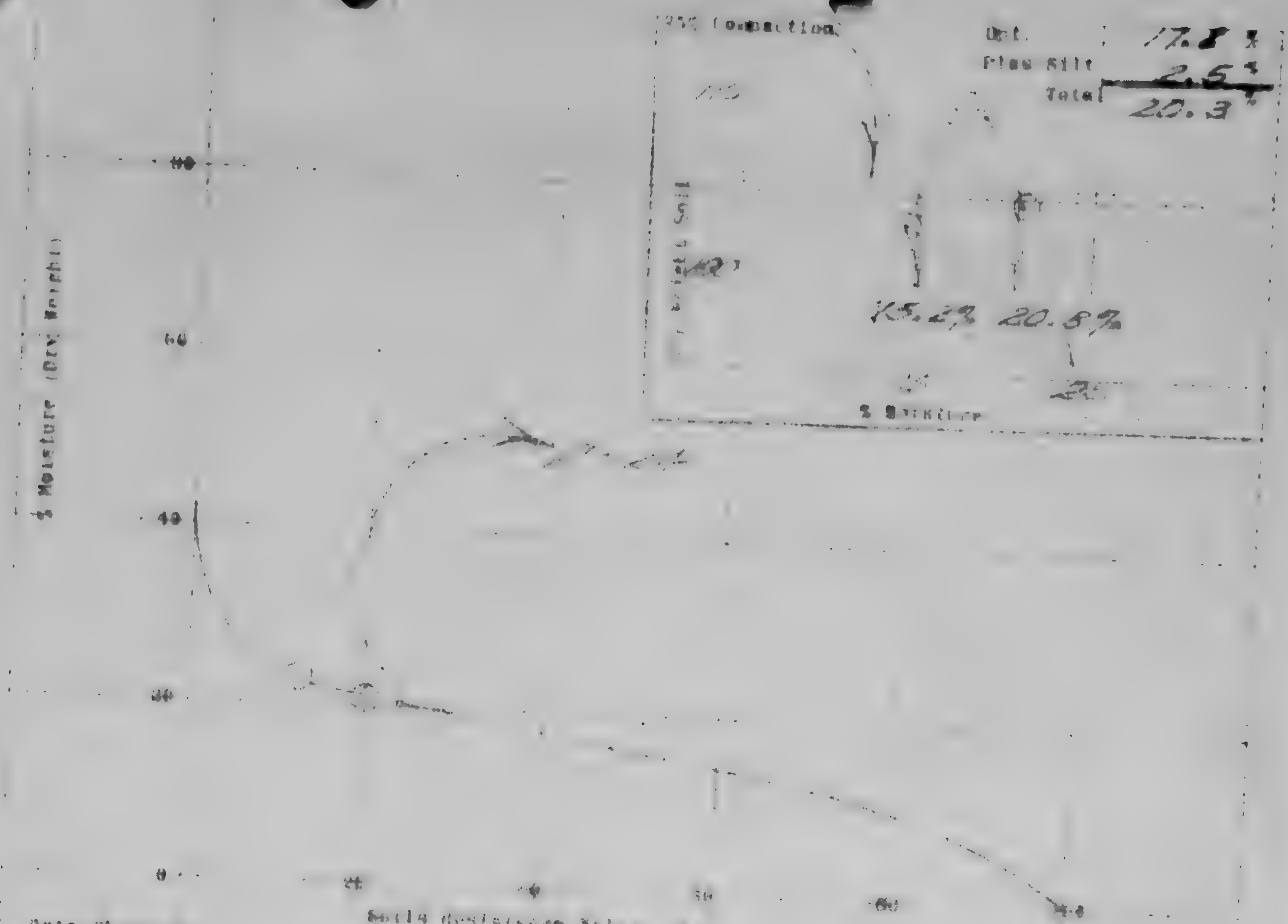
Section [illegible]

Hwy [illegible]

Station [illegible]

Depth [illegible]

Date [illegible]



Data Sheet No. [illegible]

Lab. No. [illegible]

LL [illegible]

PI [illegible]

Pass 200 Screen [illegible]

HYDROMETER ANALYSIS

Particles larger than 2.0 mm. [illegible]

Coarse Sand [illegible] %

Fine Sand [illegible] %

Silt [illegible] %

Clay [illegible] %

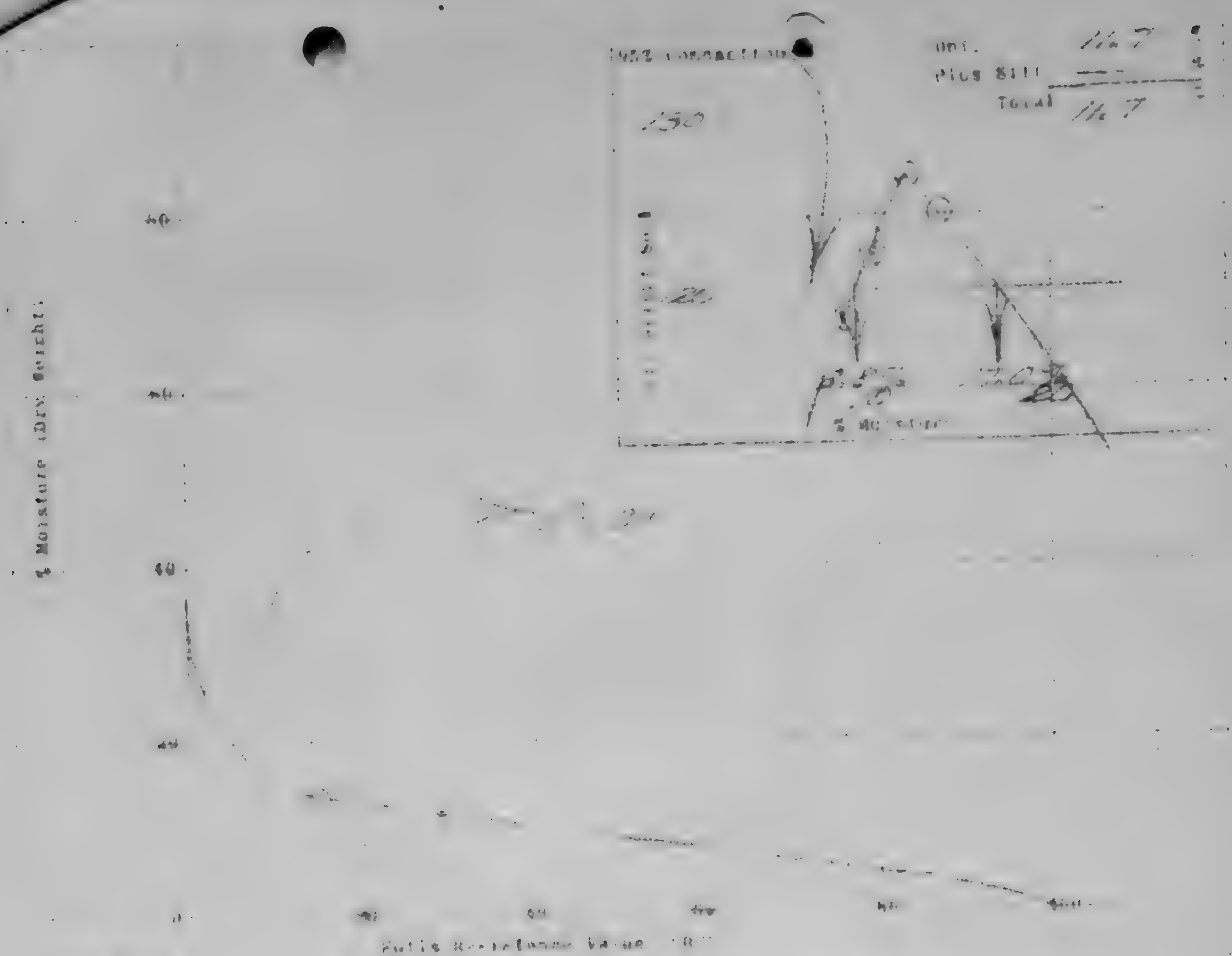
Natural Moisture [illegible] %

NOTE

[illegible] curve indicates [illegible] base and surfacing requirements [illegible] after consolidation of the [illegible] grain size [illegible] constant [illegible] by [illegible] base thickness by the use of better soils if available in [illegible] sections of cuts and fills. If [illegible] area, base design should [illegible] penetration.

Base & Surf. [illegible]	14.5
Minus Rock Reduction	1.5
	13.0
Plus [illegible] Silt	3.0
	16.0
[illegible] Increase	3.5 "
[illegible] Surface	3.0
Total Base & Surf.	19.5 "

[illegible] STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART
[illegible]
[illegible]
Station [illegible]
Depth [illegible]
Date [illegible]
To Be Used [illegible]
[illegible]
County [illegible]
[illegible]
[illegible]



Date Sampled	[illegible]
Lab. No.	[illegible]
LL	[illegible]
PI	2
Pass 200 Screen	[illegible]
Hydrometer Analysis	
Fractions (Grain Size)	
2.0 mm	[illegible]
Coarse Sand	[illegible]
Fine Sand	[illegible]
Silt	[illegible]
Clay	[illegible]
Kg	[illegible]
Natural Moisture	–

NOTE

[illegible]

Base & Surf. [illegible] Traffic	3.5
[illegible] Reduction	2.5
	11.7
[illegible] Surface	5.0
	8.0 "
[illegible]	3.0 "
[illegible] Surface	3.2
Total Base & Surf	13.0 "

OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DEPTH CHART

Section [illegible]

Sec. [illegible]

Station [illegible]

Depth [illegible]

Hole No.

Field Name

Sample No.

County [illegible]

Date [illegible]

Designed by [illegible]

no. 27

CITY OF ELGIN
ELGIN, OREGON

October 5, 1954

Harold C. Ayers, Feild Engineer
County and City Relations
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Ayers:

In regards to our verbal conversation concerning the paving of North 10th Avenue from its intersection with Division Street to its intersection with Hartford Street.

At the last regular Council meeting a motion was passed and seconded that, the City of Elgin will pay the estimated amount of $7550.00 or any reasonable amount above this figure, in excess of the $15,000 furnished by the State Highway Commission.

Sincerely Yours,

A P Miller
A. P. Miller
City Recorder.

RECEIVED
OCT - 6 1954
ENGINEER
COUNTY & CITY RELATIONS

no. 27

Elgin 7-28-54

With Mr. A.P. Miller investigated Condition and use of 10th Street in the City of Elgin

Tenth Street, until recently has been a residential street, but, due to the recent Construction of a new large saw mill, located On Galveston street adjacent to 10th Street, it is now receiving heavy unusual industrial traffic which is Causing excessive wear to the street. so believe we can recommend a project.

This street is lightly based, for heavy log & lumber truck traffic and will have to be strengthened. The first preliminary estimate showed a fairly high Cost, so asked the City Recorder to see the Council re raising funds and to write to us advising just what the City does desire; this he promised to do.

He later said to cut off the block between Galveston St. and N. City limits

HCh.

Bridge across drainage canal at approximately Fresno Street is in poor condition for this heavy added traffic

HCh

4-7-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of ______Elgin______ is an incorporated city of the State of Oregon, and has a population of
1397 new Count.
__1223____, as given by the latest official census, and

WHEREAS, the following streets of said city, ____________________

Form cc-50 (1953 Rev.)
Special City Allotment

From the Intersection of Division Street and North 10th Avenue to the Intersection of Hartford Street and North 10th Avenue.

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

From the Intersection of Division Street and North 10th Avenue to the Intersection of said North 10th Avenue and Hartford Street.

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Elgin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate A. P. Miller, Recorder as the official representative of the city in all negotiations resulting from this request.

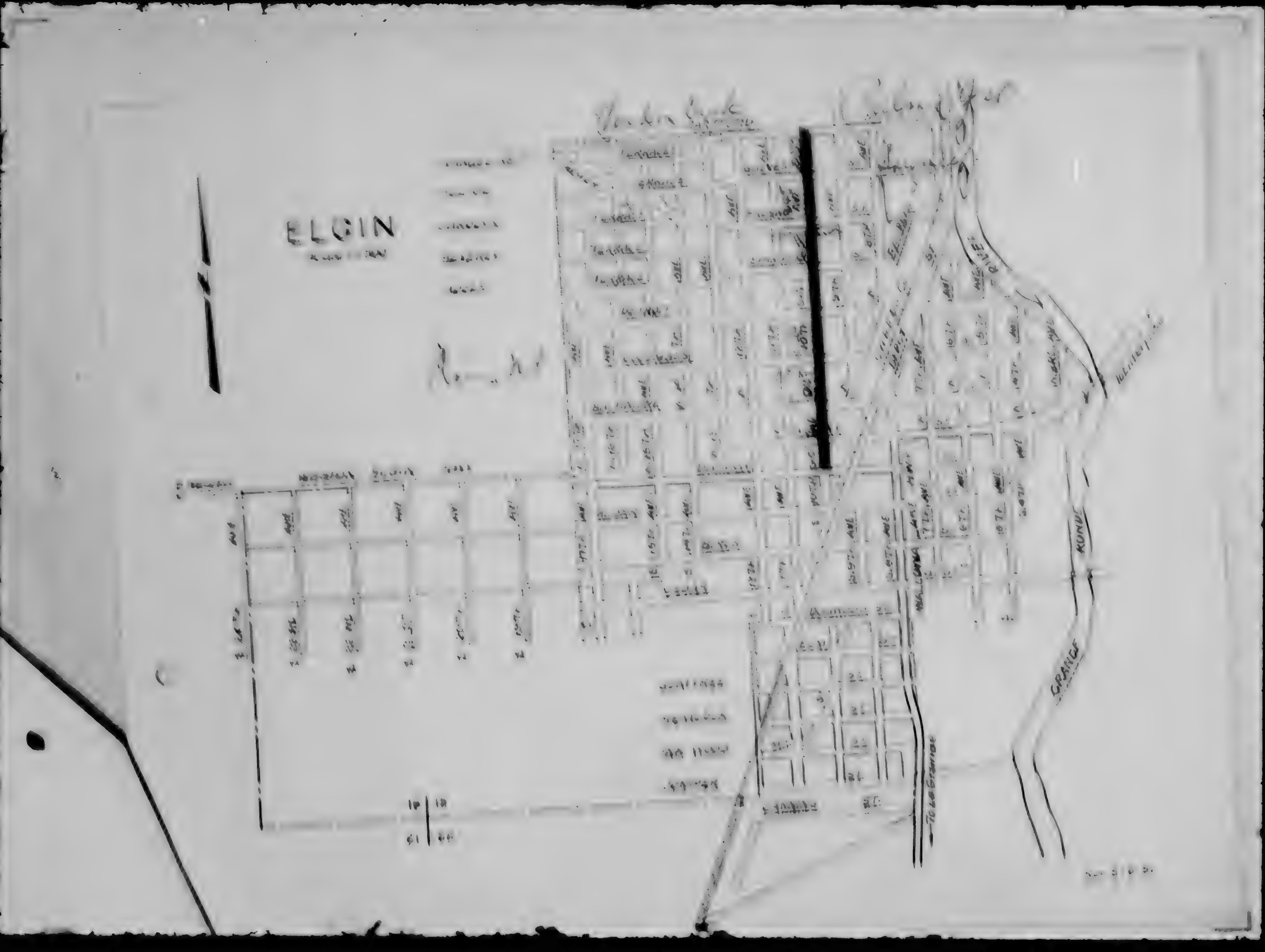
Passed and approved this 7th day of April, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Elgin at a regular or special meeting of said Council, held on the 7th day of April, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of April, 1954.

A P Miller
City Recorder


ELGIN
GRANDE RONDE
RIVER
TO LA GRANDE
WALLOWA LAKE HWY
AVE
ST

F-127(4) Applegate River Bridge 1955

#4426

A

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

RECE[illegible]D
JUL 20 1956
FOR FILING

F-127(4)

4426

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

July 19, 1956

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission at its meeting held on July 12 had under discussion your request for an extension of time from December 31, 1955 to April 15, 1956 within which to complete your contract No. 4426, covering the construction of the Applegate River Bridge on the Redwood Highway in Josephine County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Philip M. Oakley,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

A

7-127

4426

OREGON STATE HIGHWAY DEPARTMENT
(date)
July 10, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4426	8-Final	Tom Lillebo	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13710	R-154650	$ 24,368.53	7/10/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Dec. 31, 1955

Time Extensions: to April 15, 1956

Completion Date: April 15, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 7-18-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JUL 18 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
JUL 2 1956
FOR FILING

F-127(4)

[illegible]

June 29, 1956

Request for extension of time
No. 3
July 12 and 13 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Applegate River Bridge
Contract No. [illegible]

Tom Lillebo, contractor on the Applegate River Bridge on the Redwood Highway in Josephine County, has requested an extension of time from December 31, 1955, to April 15, 1956, the date the project was completed.

Extreme high water which flooded the job site stopped all work on this project for a considerable length of time. No delay has been caused the adjacent grading contractor, and the traveling public has not been inconvenienced as this structure is on new alignment.

It is recommended that this extension be granted without penalty. Attached is the concurrence of the Bureau of Public Roads in this recommendation.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

PHS/dp

Attached

8

RECEIVED
JUL 2 1956
FOR FILING
F-127(4)

4426

June 29, 1956

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Dept.
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State highway contract No. 4426 for work performed on the Applegate River Section of the Redwood Highway in Josephine County was completed by the contractor, Tom Lillebo, on April 15, 1956, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $24,368.53 will be released to the contractor after acceptance by the Commission. The total contract amount is $153,836.00, and no force account work was performed on the project.

The Stateis not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Glens Falls Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

NOTED ON CARD

6-29-56
n

RECEIVED
APR 4 - 1956
FOR FILING
F-127(4)

REGON STATE HIGHWAY DEPARTM

Right of Way Division

INTER-OFFICE COMMUNICATION

To W.C. Williams

File No.

4426 From Porter

Date Apr. 3 '56

Subject Savage complaint Applegate Bridge

We are having an agent contact Mr Savage in an effort to settle this matter.

NOTED
W. C. WILLIAMS

RECEIVED
APR 3 1956
OFFICE OF
STATE HIGHWAY ENGINEER

State Printing 62566

---

appears to be to buy the land in question which consists of [illegible] acres.

L. H. Young
Ass't. Construction Engineer

LHY:sp

Attach

cc - Mr. W. C. Williams
Mr. G. S. Paxson ✓

NOTED
G. S. PAXSON

RECEIVED
MAR 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED [redacted]

Enfield

BY DEPUTY STATE HIGHWAY ENGINEER

In my opinion we should
Purchase the affected old
[illegible] property. It
is less e[illegible] than
[illegible] protect in
[illegible]

RECEIVED
[illegible]
LEGAL DEPT.

RECEIVED
APR 3 - 1956
FOR FILING

FORM E-30X—80M—11-33—90223

[illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

March 27, 1956

SUBJECT: Applegate River Bridge
W. W. and Helen E. Savage Complaint

To: Mr. R. L. Porter
Right of Way Engineer

OFFICE

I am forwarding herewith description of a parcel of property on the west bank of the Applegate River and lying down stream from the new stream crossing presently under construction.

Mr. Savage, by letter of February 7, filed a complaint about damage to his property caused by erosion. It is alleged that our bridge piers and the approach fills had changed the course of the water in such a manner as to erode this land.

The simplest and cheapest solution to Mr. Savage's complaint appears to be to buy the land in question which consists of 3.25 acres.

L. H. Young
Ass't. Construction Engineer

LHY:ep

Attach

cc - Mr. W. C. Williams
Mr. G. S. Paxson

NOTED
G. S. PAXSON

RECEIVED
MAR 29 1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1956
FOR FILING

RECEIVED

FORM E-30X—25M—8-55—86209

Mr. P

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
~~March 23, 1956~~

SUBJECT: W. W. Salvage Property
Applegate River Bridge
Redwood Highway

Mr.

To: Mr. ~~R~~. L. Porter
Right of Way Engineer
Office

Enclosed herewith is a file concerning a claim made by Mr. W. W. Salvage for damage suffered by his property by reason of construction of a bridge over Applegate River by the Highway Department.

Mr. Paxson and Mr. Williams recommends that we acquire the property that has been and will be damaged as a result of our bridge construction, and I assume that Mr. Edwards is initiating the preparation of descriptions of the property to be acquired.

It is requested that you attempt to secure an option from Mr. Salvage for purchase of the necessary property.

C. W. ENFIELD
Chief Counsel

CWE:aj
cc - Mr. W. C. Williams
Mr. G. S. Paxson
Mr. Tom Edwards
Encl.

NOTED
G. S. PAXSON

RECEIVED
MAR 23 1956
OFFICE OF
STATE HIGHWAY ENGINEER

VED
29 1956
FOR FILING

Salem, Oregon
February 27, 1956

Applegate River Bridge
W. W. Salvage complaint

Mr. W. C. Williams

Attached hereto is a letter from W. W. Savage, who operates the Mohawk Poultry Farm on the Redwood Highway just downstream from the new Applegate River Bridge. He is claiming erosion damage to his land due to the construction of our new Applegate River section on the Redwood Highway.

The matter has been carefully investigated by our Resident Engineers, Mr. Roberts and Mr. Oakley, and by Mr. Edgerton of this office. In general the damage claimed by Mr. Savage is in accordance with the facts. In order to keep this structure as economical as possible, the direction of the current and its velocity have been changed by our construction.

The area of land which could possibly be affected is from six to seven acres, and I do not believe it could be valued at more than $300 per acre. This would include all of the land between the existing highway and the north bank of the Applegate River from our new bridge down to the old bridge. Mr. Astrup has indicated an interest in this property as a wayside park. The minimum bank protection job which we could do would cost at least $3,000 and we could not be assured that this would entirely correct the situation. The best way out of the difficulty would appear to be the purchase of this entire area so that all future erosion would be on our own property and to make such use of the area as we can as a wayside park. Mr. Edwards is to make an estimate of the area and cost of the land in question.

I am attaching hereto a copy of Mr. Edgerton's report and of the correspondence file on this matter.

cc Mr. C. W. Enfield

G. S. Paxson

GSP:gm
Attach.

VED
29 1956
OR FILING

F-127(4)

442c

Salem, Oregon
February 27, 1956

Applegate River Bridge
W. W. Savage complaint

Mr. G. S. Paxson

I have investigated the complaint of Mr. W. W. Savage concerning the new Applegate River Bridge on the Redwood Highway as expressed in his letter of February 7. By letter and verbally, Mr. Savage makes the following contentions:

1. That a strip of his land about 20 feet by 250 feet along the bank of the Applegate River immediately downstream from the old mouth of Slate Creek was eroded away during the flood of December 21-22, 1955;

2. That this erosion included a line of trees along the bank that had stood for 50 years according to his own observations and those of the previous owner who had homesteaded the land;

3. That his concrete pump base was washed out;

4. That unless something is done, he will lose four or five acres of irrigated land in future floods; and

5. That the causes of all this are our moving of the mouth of of Slate Creek, closing of the old Slate Creek channel and a considerable part of the flood plains of the Applegate River and the angle of the bridge piers.

When construction is completed on the Applegate River Bridge and the Applegate River Section, we will have filled the greater portion of the flood plains of the Applegate River including the natural channel of Slate Creek and diverted Slate Creek into the Applegate upstream from the new bridge through a channel change.

At the time of the December 21-22 flood, the fill in the east flood plain was not in place. According to Mr. Oakley, falsework under the east approach spans accumulated drift that materially reduced the capacity of the spans. Falsework under the main spans went out early in the flood and was not a factor at the crest.

The flood of December 21-22 was the highest during the period of record beginning in 1939 at the U.S.G.S. gaging station about three miles upstream (listed "near Wilderville"). The following table compares this flood with the next highest, that of January 18, 1953:

DATE	DISCHARGE AT STATION	STAGE AT STATION	STAGE AT BRIDGE SITE
Jan. 18, 1953	27,700 cfs.	18.3 feet	899.5 feet*
Dec. 21, 1955	30,800 cfs.	19.7 feet	900.6 feet

*assuming that highest evidence of drift as identified by Mr. Roberts' party in 1954 was this flood.

The following is a list of all major floods during the period of record:

DATE	DISCHARGE AT STATION
Jan. 21, 1943	24,200 cfs.
Dec. 28, 1945	22,800 cfs.
Jan. 6, 1948	25,000 cfs.
Nov. 29, 1950	25,800 cfs.
Jan. 18, 1953	27,700 cfs.
Jan. 28, 1954	20,500 cfs.
Dec. 21, 1955	30,800 cfs.

I have found no record of stage or discharge on the Applegate for the 1927 flood or other historical floods.

Slate Creek had a discharge of about 4,000 cfs. which has been its standard major flood during the period of record.

On the basis of observations by Mr. Roberts and Mr. Oakley before the flood and myobservations of current conditions, I find the first three of Mr. Savage's contentions to be substantially correct. Along part of the length mentioned, the erosion consisted of the removal of two to three feet of natural soil overburden from a rock outcrop that slopes up from the riverbank. In other places, erosion caused the typical vertical face from bank level to river-bed level.

The extent and rate of future erosion is a matter of pure guess. Mine would be lower than that made by Mr. Savage, but there is no question in my mind that, if some protection is not afforded, erosion will progress.

In my opinion, the erosion was caused by a change in the direction of flow over the land, which, in turn, resulted from the closure of the west flood plain. In the past, water must have passed over the land in a direction parallel to the bank. With the west flood plain closed, water now flows out over the bank at this point with considerable velocity. The increased velocity in the channel due to over-all construction is also a factor. The piers seem to me to be too minor and remote an influence to have had any material effect in the erosion. I do not feel that the relative discharge of this flood to past floods can be considered a material factor.

In summary, Mr. Savage has suffered damage substantially as claimed. While there is no way to confirm or deny his estimate of future damage, there is little doubt that the erosion will progress. In my opinion, the damage resulted from our construction.

I see no reasonable means to redirect the flow. Possible solutions would seem to be to purchase the effected and threatened property or attempt local protection with riprap.

The strip of land bounded by the old and new highways and the river is about 1,500 feet long and up to 200 feet wide. It contains about seven acres. Mr. Savage refers to it as irrigated land, but Mr. Roberts does not recall its having been farmed since he has been in the vicinity. The strip is in two ownerships. The northerly part is in the name of W. W. Savage and the southerly part in the name of his son, W. E. Savage. The damage to date is largely on the former, although the upstream limit may affect the latter. On the basis of a description, Mr. Astrup has expressed an interest in the property.

As an estimate without cross sections, 400 linear feet of riprap at about 1½ cu. yd. per foot would be required if this method were adopted. There is an item of 2,900 cubic yards of riprap at $3.15 in the contract for the fill ends. According to Mr. Roberts, the contractor has not yet found suitable material that can be placed at that price. If a separate agreement were entered into for bank protection, it might go to $5.00. There is some doubt whether or not riprap can be made to stay on the sloping portion of the bank and whether or not riprap in place will protect the land from further erosion unless it is built up high enough to isolate the land from river current.

Mr. Roberts has investigated the claim of encroachment on land not purchased as right of way.

Roy C. Edgerton

RCE:gm

B

RECEIVED
JUN 2 1955
FOR FILING

F-127(4)

4-4

June 1, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In your letter of May 10 approving plans for the Applegate Section of the Redwood Highway, Project F-127 (4), you suggest that a deceleration lane be provided to facilitate right turn movements from the Redwood Highway to the Rogue River Loop Road.

We agree that a deceleration lane is needed at the point mentioned and will arrange to have one provided during construction.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SP:ia

B

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 10, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P. S. and E. documents for Oregon Project F-127(4), Grading and Paving of the Applegate River Section of the Redwood Highway, have been reviewed in this office.

It is noted that no provision has been made for a deceleration lane or other widening to facilitate right turn movements from the Redwood Highway to the Rogue River Loop Road. While the indicated 1954 traffic of 225 ADT making this turn is not heavy, some congestion will result at times. We suggest that consideration be given during construction to providing a tapered deceleration lane at this location.

The plans have been approved as of this date and advertising is authorized. Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 18 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1955
FOR FILING
F-127(4)
4426

B

May 27, 1955

Mr. Tom Lillebo
Reedsport,
Oregon

Dear Sir:

We enclose herewith a fully executed copy of contract No. 4426 which was awarded to you April 29, 1955 by the State Highway Commission, covering construction of Applegate River Bridge on the Redwood Highway in Josephine County. This copy is for your files.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

9

RECEIVED
MAY 12 1955
FOR FILING

F-127(4)
4426

April 29,1955

Mr. Tom Lillebo
Reedsport, Oregon

Dear Sir:

The State Highway Commission on April 13, 1955 accepted your proposal for the Applegate River Bridge on the Redwood Highway in Josephine County for the sum of $159,950.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4426.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Sp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

April 29, 1955

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	X
DAY LETTER	
NIGHT LETTER	

$
$
E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
April 29, 1955
10:35 a.m.

Tom Lillebo
Reedsport, Oregon

Contract for Applegate River Bridge, Josephine County, for which you submitted low bid on April 13 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Confirmation
Accounting (5003-900)
C. W. Head
✓ Files

RECEIVED
MAY 2 1955
FOR FILING

F-127(4)

4-26

9

April 29, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Re: Applegate River Bridge
F.A.P. Oregon F-127(4)

On April 13, the State Highway Commission accepted the low bid of Tom Lillebo of Reedsport, Oregon, in the amount of $159,950.00 for the above project and instructed the Engineer to award the contract to him as soon as certain rights of way had been acquired for the project. All rights of way for the project have been acquired, and the Engineer proposes to award the contract as of this date. May we have your concurrence in the award of the contract for this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG/ds

cc P. M. Stephenson

9

RECEIVED
MAY 2 1955
FOR FILING
OREGON DISTRICT

F-127 (4)
4426

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

April 29, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project F-127(4), Applegate River Section of the Redwood Highway, we hereby concur as of this date in award of Contract No. 4426, for the structure, to Tom Lillebo of Reedsport, Oregon, low bidder in the amount of $159,950.00 at the April 13, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 2 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 1955
FOR FILING

FORM 230—50M—10-54—79488

F-127-4

4426

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1955

SUBJECT: Applegate River Bridge Project
Josephine County

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

NO[illegible]
W. C. WILLIAM

L

Right of way for the Applegate River Bridge Project in Josephine County has been acquired and as far as this department is concerned, the contract may be awarded.

R. L. Porter
R. L. PORTER
Right of Way Engineer

RLP/fn

RECEIVED
APR 29 1955
OFFICE OF
STATE HIGHWAY ENGINEER

P

RECEIVED
APR 15 1955
FOR FILING

F 127 (4)

442k

April 15, 1955

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

The State Highway Commission on April 13, 1955 accepted your bid in the amount of $159,950 for construction of the Applegate River Bridge on new alignment of the Redwood Highway between Grants Pass and Wilderville in Josephine County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAR 31 1955
FOR FILING

F-127(4)
4426

March 29, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

The March 22, 1955 request for individual project program change, Item 178, Project F-127(4), Federal-aid Primary Highway Program was approved by Division Engineer F. E. Andrews, effective March 24, 1955. This letter will confirm our previous verbal notification in this matter.

The termini will now read - 6.5 mi. west of junction FA-3, south 1.0 mile; Length - 0.95 mile; character of work proposed - grade and drain, 2-lane high type pavement, 1 bridge (550').

Very truly yours,

C. G. POLK
District Engineer

RECEIVED
MAR 30 1955
[illegible]
STATE HIGHWAY COMMISSION

Original to
Mr. Probert

RECEIVED
MAR 23 1956
FOR FILING

F-12(4)

1426

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1956

SUBJECT: Accident 12/21/55
Applegate River Bridge
Redwood Hwy., US 199

To:

Mr. Tom Edwards, Division Engineer
Roseburg, Oregon

In order to be properly prepared in the event a damage action is instituted against the State by the Standard Veneer & Timber Co., Crescent City, Calif., owners of the truck and trailer involved in the above designated accident, it will be necessary to obtain and submit the following information in addition to the reports already submitted by J. G. Bromley and Larry Rulien, Div. III Office Engineer.

1. Investigation and Report of Damage to Highway Structure Forms, with all information called for supplied as completely as possible.

2. Written reports signed by the Section Foreman Rob't. H. Badley and his crew member, Chas. W. Denniston stating as completely as possible what action they took with reference to barricades, signing, etc., giving dates and time of day.

3. A statement by Frank Stevenson, State Bridge Foreman, giving details of bridge damage and conditions when he first observed the damage, when and by whom he was notified of the accident, and when he first observed it, etc.

4. Contact should be made with "Tommies Service", Grants Pass, and any other known parties that were in any way connected with, or witnessed this accident, and all information possible obtained from them.

5. State Police Officer Marion L. Hardy reported that someone was directing traffic and had a flashlight at the South end of the bridge just before the truck was driven on the bridge. Determine identity of and get a statement from this person if possible.

Your assistance in obtaining the above information will be greatly appreciated.

IA DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

NOTED
W. W. STIFFLER

JP:mr
cc: W. W. Stiffler
J. G. Bromley

35-8305 Service Cr.- Goose Rock Bridge 1955
Rock Production
4427

[redacted]
FOR FILING

[redacted]5

Final Cost Analysis

Service Creek - Goose Rock Bridge
Contract No. 4427

John Day Highway
Prefix: 35-8305

B. H. Itschner, Contractor
H. S. Coulter, Resident Engineer

[illegible]
4427

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½ Cr. Mat'l. in Stockpile	5,326.43	C.Y.	$ 2.40	$ 2.037	$ 10,851.06	$12,783.43
½"-¼" Cr. Mat'l. in Stockpile	3,744.52	C.Y.	2.40	2.037	7,628.71	8,986.85
¼"-10 Cr. Mat'l. in Stockpile	1,940.3	C.Y.	2.40	2.037	3,953.53	4,656.72
S.P. Screen Rejects in S.P.	42.86	C.Y.	0.25	0.25	10.72	10.72
S.P. Haul Adj. Favor of State	4,076.36	Yd.Mi.	0.10	0.10		- 407.64
					$ 22,444.02	$26,030.08

Gross Revenue	$ 26,030.08
Total Cost	22,444.02
Net Profit	$ 3,586.06

Net Profit equals 13.8% of Gross Revenue

NOTED
State Highway Engineer

Contract No. 4427

Detail of Cost

Labor:		
Labor	$ 4,029.75	
Labor Insurance	330.44	$ 4,360.19
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (Owned)	$ 8,063.42	
Hired Trucks	6,197.23	
Gas, Oil and Grease	2,334.40	
Freight and Cartage	300.17	
License and Permits	104.61	
Small Tools and Misc. Supplies	241.60	
Bond	189.00	
Home Office and General Overhead	653.40	$ 18,083.83
Total Cost - - - - - - - - - - -		$ 22,444.02

Contract No. 4427

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move in and set up	11,011	C.Y.	$2,538.12	$ 0.231
Load and haul to crusher	11,011	C.Y.	4,718.65	0.429
Crushing	11,011	C.Y.	7,442.97	0.675
Haul to stockpiles (Avg. haul 7.5 miles)	11,011	C.Y.	6,709.78	0.609
Stockpiling	11,011	C.Y.	1,034.50	0.093
			$22,444.02	$ 2.037

Actual crushing time of 182 hrs. for an average production of 60.5 c.y. per working hour.

FOR FILING

September 15, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4427	3-Final	E. H. Itschner Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
18717	R-132079	$ 780.90	9/15/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 31, 1955

Time Extensions: None

Completion Date: July 19, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-19-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Ass't. Secretary

NOTED ON CARD
jl

Warrant Mailed: SEP 19 1955
Ruth Rawlings

25-1365

4427

September 7, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4427 for rock production on the Service Creek-Goose Rock Bridge Section of the John Day Highway in Wheeler and Grant Counties was completed by the contractor, E. H. Itschner Co., on July 19 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $780.90 will be released to the contractor on or after September 17, 1955. The total contract amount is $26,030.08 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you asyou appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

NOTED ON CARD

FOR FILING

23 1305

4427

August 8, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. on contract No. 4427, for rock production on the Service Creek-Goose Rock Bridge Section of the John Day Highway in Wheeler and Grant Counties.

This payment, in the amount of $14,449.18, will be released to the contractor on or after August 18, 1955. The retained percentage is $780.90.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

1.

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 23, 1955

Section Service Cr. - Goose Rock Bridge

Kind of work Rock Production

Highway John Day

Section prefix 35-8305

Contractor E. H. Itschner Co.

Contract number 4427

Date of contract May 4, 1955

Date of completion July 31, 1955

Date work started June 7, 1955

Estimated date of completion July 19, 1955

Project authorization . . . . $ 28,350.00

Exclusive of Engineering . . . . $ 26,334.00

Per cent of time elapsed 81/89 - 90 %

Estimated cost of completed project, exclusive of engineering . . . . $ 26,030.08

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization . . . . $ 2016.00

Engineering cost to date $ 1900.00, 95 %

Date project was completed July 19, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor crushed rock Monday and Tuesday. Crushing operations ceased about 3:30 P.M. Tuesday July 19, 1955. I allowed the contractor to overrun the contract in quantities after talking to D.M.S. V.H. Coffey from John Day who stated that he has a shortage of 3/4"-1/2" rock on the Fossil-Service Creek Section just north of this section. The final cost of the project will be within the total project authorization.

The last stockpiles were remeasured Wednesday and the Final Estimate will be submitted the first of next week.-

this is my last weekly report on this project.-

NOTED
OSCAR CUTLER

NOTED

NOTED
W. [illegible] WRIGHT

RECEIVED
JUL 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed H. S. Coulter

Address Box 307, Fossil, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORREST C[illegible]

State Printing

June 2, 1955

FOR FILING

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			43.05		
Miles partially completed					
Miles completed					
Total estimated quantities			11,011.25		
Estimated quantities moved or placed to date			11,011.25		
Average daily quantities			400		
Average daily quantities necessary to complete project on time			—		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			7		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 2, Sheep-foot rollers ...., Trucks 3, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday		No	
Wednesday	all		
Thursday		Delay	
Friday	Week		
Saturday			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			43.05		
Miles partially completed					
Miles completed					

FOR FILING

June 2, 1955

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4427, which was awarded to you on May 4 by the State Highway Commission, for rock production on the Service Creek-Goose Rock Bridge Section of the John Day Highway in Wheeler and Grant Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FULL RATE TELEGRAM	X	S	
DAY LETTER		E	
NIGHT LETTER			

UNION

W. P. MARSHALL, PRESIDENT

FULL RATE	
LETTER TELEGRAM	
SHIP RADIOGRAM	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED
4427				

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 5, 1955
3:00 p.m.

E. H. Itschner Co.
Molalla, Oregon

Contract for Service Creek-Goose Rock Bridge Rock Production Project on John Day Highway, Wheeler and Grant Counties, for which you submitted low bid on April 13 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC Confirmation
Accounting (5003-900)
C. W. Head
Files

---

will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

[illegible] the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the [illegible]. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between [illegible] and the Telegraph Company as follows:

1. The Telegraph Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines.

2. In any event the Telegraph Company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the actual loss, not exceeding in any event the sum of five thousand dollars, at which amount the sender of each message represents that the message is valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid and an additional charge equal to one-tenth of one per cent of the amount by which such valuation shall exceed five thousand dollars.

3. The Telegraph Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.

4. The applicable tariff charges on a message destined to any point in the continental United States listed in the Telegraph Company's Directory of Stations cover its delivery within the established city or community limits of the destination point. Beyond such limits and to points not listed in the Telegraph Company's Directory of Stations, the Telegraph Company does not undertake to make delivery but will endeavor to arrange for delivery by any available means as the agent of the sender, with the understanding that the sender authorizes the collection of any additional charge from the addressee and agrees to pay such additional charge if it is not collected from the addressee.

[illegible] concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by

May 4, 1955

E. H. Itschner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your proposal for the Service Creek-Goose Rock Bridge Rock Production Project on the John Day Highway in Wheeler and Grant Counties for the sum of $25,200.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4427.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

cc R. G. Savage (SIAC)
H. O. Smith
S. H. Probert
P. M. Stephenson
Pacific Builder & Engineer, Inc.

NOTED
J. Mc C.

FOR FILING

[illegible]

4-21

April 15, 1955

E. H. Rechner Co.
P. O. Box 316
Molalla, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your bid in the amount of $25,400 for Service Creek-Goose Rock Bridge Rock Production Project on the John Day Highway in Wheeler and Grant Counties, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: H. G. Smith
S. H. Probert
R. C. Savage, SIAC

F-157 (11) Ashland Undercrossing 1955

4428

RECEIVED
JAN 25 1957
FOR FILING

F-157 (11)

44-Y

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 24, 1957

Duncan, Brophy, Wilson & Duhaime
Attorneys at Law
Franklin Building
125 South Central
Medford, Oregon

Attention: Mr. Carl M. Brophy

Re: California Pacific Utilities Company
Gas Main - North Ashland Area

Dear Mr. Brophy:

This is a long overdue communication to you relative to the above entitled matter. I ask that you accept my apologies for the delay.

Mr. Towle's report divulged no additional information regarding your claim that the pipe line was broken by the State's contractor beyond the fact that it was stated that a break occurred where the highway blinker light is now located, which is at Highway Engineer's Station 82+00. It appears that he was advised by Mr. Andres that it would be necessary to re-lay 650 feet of two-inch pipe extending northerly from this location, which Mr. Andres estimated to cost the sum of $800.00. Just why it would be necessary to re-lay this length of pipe instead of repairing the pipe at the claimed point of breakage was not made apparent. As stated to you in my letter of November 27, 1956, Mr. Gerald Wymer, who was Resident Engineer on the project, definitely advised that at no time during the road construction did he observe any interference with any gas mains. In view of the lack of any showing that the State's contractor actually did damage your facilities there is no basis on which to recommend to the Commission that your claim is a valid one which should be approved.

It does appear, however, that by reason of the construction for which a contract recently was awarded, it will be necessary to make a re-arrangement of your facilities, and, I am advised with respect thereto as follows:

> "The gas line crossing the highway at Coolidge Street (Station 113) must be lowered, and crossings at Hersey (Station 120), Manzanita (Station 127), and Bush (Station 135) Streets must be checked to assure that sufficient cover is maintained over the pipes. A storm sewer to be installed at an average depth of 7 feet from Station 92+30 to 117+20 will interfere with

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[illegible]

> most of the service lines in that section. A field investigation will have to be made to determine the exact location and nature of these adjustments."

It appears that these facilities are in the existing right of way and the necessary readjustment work will have to be at the expense of California Pacific Utilities Company. For the information of Mr. Andres, I am sending him, with his copy of this letter, parts of the Federal Aid Plans for the project showing the locations of the pipes.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RM
cc: Mr. I. F. Andres, District Manager
California Pacific Utilities Company
Ashland, Oregon

Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. F. D. Morgan
Mr. W. D. Hicks with plans

RECEIVED
JAN 24 1957
OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 21 1956
FOR FILING

F-157 (11)

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 21, 1956

(CONTRACT NO.) 4428	(EST. NO.)	(CONTRACTOR)
4428	16-Final	Miller and Strong, Inc.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
28115	H-168698	$ 23,987.14	12/21/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: June 30, 1956

Time Extensions: None

Completion Date: June 30, 1956

Date Accepted: Aug. 16, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: ~~12~~ 12-21-56
R Rawlings

NOTED ON CARD

File

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DEC 21 1956
FOR FILING

F-157 (11)

4428

MANSFIELD & CO.

SURETY BONDS—GENERAL INSURANCE
1975 S. W. FIFTH AVENUE TELEPHONE CA 8-0191
PORTLAND 1, OREGON

A. G. MANSFIELD
CAPITOL 2-7032
L. W. NEFF
ATLANTIC 1-6278
J. P. BARNES
ATLANTIC 8-1302
HILARY L. KENNEDY
PROSPECT 5-4353

December 20, 1956

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In Re: Bond 244041 - MILLER & STRONG, Inc.
Contract - Structure, Grading and
Paving - Ashland Undercrossing,
Pacific Highway, Jackson County
Contract #4428

We, as surety, hereby consent to your waiving the usual ten day waiting period for making payments on contracts and hereby consent to your making immediate payment to Miller & Strong, Inc. of any and all moneys due them for their work in connection with the above captioned contract covering which we wrote the bond.

Yours very truly

UNITED PACIFIC INSURANCE COMPANY

By A. G. Mansfield
A. G. Mansfield, Attorney-in-fact

OK to release warrant
when received from Secty of State

NOTED ON CARD

[illegible]

[illegible]

[illegible]

[illegible]

It would appear that, in particular, the section of North Main Street on which work was done by this Department was originally a Territorial Highway, jurisdiction over which subsequently was vested in the County by the Laws of 1913, p. 262, § 33. This now is ORS 368.420, reading "All territorial roads in this state are declared to be county roads."

Chapter 252, Oregon Laws, 1939, as now revised and incorporated in ORS 366.320 reads as follows:

> "(3) All rights of way owned or held by the several counties over and along any roads adopted as state highways are vested in the state, by and through the Commission. This subsection does not apply to any rights of way owned by any city for city streets."

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[illegible]

From Mr. Towle's report, it appears that no jurisdiction of the portion of the County Road on North Main Street was ever transferred to the City of Ashland by Jackson County and under the rule laid down under Willett v. City of West Linn 142 Or. 662, the City could acquire no jurisdiction thereover absent a transfer by the County. As a result of this, it seems obvious that the various franchises granted by the City of Ashland can be of no force and effect with respect to any of the Territorial or County Road over which the City never had jurisdiction.

In view of the status of the public way and in view of Mr. Wimer's definite statement to the effect there was no known interference with the gas main, it is not felt that the Highway Commission is under any legal obligation to make compensation for the claimed damage to the gas main. In considering this I respectively call your attention to the fact that the main was installed in 1914, which was 52 years ago, and its use was discontinued in 1945. It would seem reasonable to believe that the portion of the gas main in question may have rusted out during that period or have been damaged by other causes not attributable to the operations of the Highway Commission.

I regret the time which it has taken to make a definite reply to you and can only justify it by the investigations which have been made. Mr. Towle was engaged in other prior assignments and could not get to this matter as promptly as desired.

If you have any further information which will shed a different light on the situation, I can assure you that it will be given earnest consideration.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. Frank Morgan
Mr. Robert L. May, Jr.

RECEIVED
[illegible] 27 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 14 1956
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F-157 (11)

4428

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1956

SUBJECT: Ashland Undercrossing Section
Pacific Highway
Contract No. 4428

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Herewith a copy of a letter from Miller and Strong, Inc., in which they submit substantiating evidence of the cost of installing 20 feet of perforated drain pipe for which you recently submitted a price agreement on the subject named job. We had Mr. Wimer check this invoice and he finds that it tallies with his recollection of the work done.

Mr. Strong, in his letter, says that the pickup rental can be eliminated if we so desire. Will you therefore please prepare a price agreement covering this work with the pickup rental deleted.

I am sending you Mr. Strong's copy of these bills and ask that you return them at the time the price agreement is submitted covering the work. The total amount of the bill as approved, is $493.17.

Tom Edwards
Construction Engineer

By

L. H. Young
Ass't Construction Engineer

LHY:js

Encl.

cc G. S. Paxson ✓

NOTED
G. S. PAXSON

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NOV 2 1956
OFFICE OF
STATE HIGHWAY ENGINEER

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7-157 (11)
4428

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 29 June 1956, 19

Section Ashland Undercrossing
Highway Pacific
Contractor Miller & Strong, Inc
Date of contract 9 May 55, 19
Date work started 10 May 55, 19
Project authorization $ 333,101.25
Exclusive of Engineering $ 309,414.05

Kind of work structure, grading, paving
Section prefix 15-1044
Contract number 4428
Date of completion 30 June 56, 19
Estimated date of completion 30 June 1956, 19
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 301,851.28
Estimated per cent overrun or underrun 2.8 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 23,687.20
Engineering cost to date $ 20,112, 84 %
Date project was completed 6-30, 19 56

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

(Engineering cost does not include bridge engineering costs)

Placed 3/4-0 material on shoulders on Monday and Tuesday. Shaped island topsoil on Thursday. Sealed entire section on Friday and Saturday. Re-shaped shoulders on Friday. Completed shaping topsoil on Saturday. Two men spent entire week cleaning up project. Project complete. Semi-final will be submitted early next week. This is final report.

CREW: Checking materials. One man away to summer camp — the inspector. Hiss assistant did a good job in his absence.

NOTED
FORREST COOPER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

NOTED
V. D. WOLFE

Signed Res Engr
Address PO Box 1122, Medford

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.72	0.72			0.72
Miles partially completed	0.72	0.72			0.72
Miles completed	0.72	0.72			0.72
Total estimated quantities (contract)	48,000	12,700			5,000
Total quantities corrected to date	48,500	10,600			4,500
Estimated quantities moved or placed to date	48,500	10,600			4,500
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				1
Hours per shift	8				8
Average force on project for week	2				8

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers 1, Mixers .... distributor 1; sweeper 1 Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., loader 1; ~~paving plant~~ , truck 3; pickup 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	clear		
Tuesday	hot; clear		
Wednesday	hot; clear		
Thursday	clear		
Friday	clear		
Saturday			

R 2 (Revised 1950)

1726

State Oregon

Federal Aid Project No. F-157(11)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 2nd day of August, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 1955, a program, which was approved on the 24th day of March, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 29th day of March, 1955, and the sum of one hundred eighty-two thousand and 00/100 dollars ($182,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 1⁸ 15+45 in the NE 1/4, Section 5, T. 39 S., R. 1 E., W.M., and survey station L⁸ 46+06.45 in the SW 1/4, Section 32, T. 38 S., R. 1 E., W.M., without exception,

[illegible] Jackson County, [illegible] 0.579 [illegible] 0.579 [illegible] being Oregon Federal Aid project No. F-257(11) [illegible] of [illegible] / of length. roadway and one bridge [illegible] of more than 20 feet clear span.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

1. It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **one hundred eighty-two thousand and 00/100** dollars ($**182,000.00**), which does not exceed the authorized Federal pro rata share of **two hundred ninety-nine thousand, nine hundred fifty-nine and 00/100** dollars ($**299,959.00**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to **the State Treasurer**
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing funds and probable amount annually available)

Chapter 529, Laws 1939.

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By
Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds
Member, State Highway Commission
(Title of officer)

By M R McIver
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

RECOMMENDED FOR APPROVAL
Deputy State Highway Engineer

Attest
SECRETARY

COMMISSIONER OF PUBLIC ROADS,

By
Division Engineer,
Bureau of Public Roads.

RECEIVED
AUG 2 1935
DIVISION 8

Oregon State Highway Department

Federal Aid
Project No. F-157 (11)

ASHLAND UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

Type Code 6201
Roadway (Sta. Ls 15+45 to Sta. Ls 46+06.45)(Contract No. 4423)

		$	$
All Required	Clearing and Grubbing		5,000.00
2,100 sq. yds.	Removal of Pavement	1.50	3,150.00
740 cu. yds.	Drainage Excavation, Unclassified	3.00	2,220.00
48,000 cu. yds.	General Excavation, Unclassified	1.10	52,800.00
1,000 cu. yds.	Furnishing and Placing Topsoil	2.00	2,000.00
All Required	Finishing Roadbed and Slopes		2,000.00
2,900 lin. ft.	Rounding Cutbanks	0.20	580.00
230 lin. ft.	8-Inch Corrugated Metal Pipe	2.00	460.00
30 lin. ft.	48-Inch Corrugated Metal Pipe	30.00	900.00
530 lin. ft.	12-Inch Concrete Pipe	2.50	1,325.00
30 lin. ft.	Extra For Pipe Under Pavement	2.00	60.00
110 lin. ft.	8-Inch Corrugated Metal Siphon Pipe	3.50	385.00
270 lin. ft.	12-Inch Corrugated Metal Siphon Pipe	5.00	1,350.00
2,050 lin. ft.	8-Inch Perforated Metal Drain Pipe	2.00	4,100.00
400 cu. yds.	Special Backfill in Drains	4.00	1,600.00
230 lin. ft.	2-Inch Galvanized Water Pipe	1.00	230.00
4 only	Concrete Catch Basins	100.00	400.00
60 cu. yds.	Concrete Curbs	34.00	2,040.00
2 cu. yds.	Class "A" Concrete in Dam	100.00	200.00
100 lbs.	Metal Reinforcement in Dam	0.10	10.00
800 lin. ft.	1¼-Inch Electrical Conduit	1.00	800.00
20 only	Metal Sight Posts	5.00	100.00
70 lin. ft.	Metal Guard Rail	4.00	280.00
6 cu. yds.	Grouted Riprap	20.00	120.00
11,000 cu. yds.	1½" - 0 Material in Base	2.50	27,500.00
1,700 cu. yds.	3/4" - 0 Material in Base and Shoulders	3.00	5,100.00
320 M-gal.	Sprinkling	2.00	640.00
0.70 mile	Preparation of Base	500.00	350.00
170 cu. yds.	3/4" - 0 Material in Binder Course	4.00	680.00
30 tons	RC-3 Asphalt in Binder Course	65.00	1,950.00
5,000 tons	Class "B" Asphaltic Concrete	6.85	34,250.00
10 tons	RS-1 Asphalt in Tack and Seal Coat	75.00	750.00
12 only	Extra for Asphaltic Concrete Approaches	25.00	300.00
20 cu. yds.	Aggregate in Pavement Seal	6.00	120.00
600 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	600.00
	Subtotal		$154,350.00
	10% Engr. & Cont.		15,435.00
	Total		$169,785.00

Length of Roadway 0.579 mile
Cost of Roadway per mile $293,238.34

Type Code X631
Ashland Undercrossing (Sta. 1a 27+26.45)

All Required	Shoofly Trestle		$ 15,000.00
240 cu. yds.	Structural Excavation	$ 4.00	960.00
25 cu. yds.	Excavation Below Elevation Shown	4.00	100.00
All Required	Embankment in Place		3,000.00
1,050 cu. yds.	Class "A" Concrete	30.00	31,500.00
17,000 lbs.	Metal Reinforcement	0.12	2,040.00
All Required	Structural Steel and Misc. Metal		43,000.00
All Required	Alter Existing Structure		3,000.00
			$ 98,600.00

Work to be Done by Southern Pacific Forces

All Required	Construct Shoofly, Restore Main Track and Signal Revisions, Etc.	$ 19,740.00

Subtotal	$118,340.00
10% Engr. & Cont.	11,834.00
Total	$130,174.00

Length of Structure 0.000

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$169,785.00	$103,017.00	$ 66,768.00
Structure	130,174.00	78,983.00	51,191.00
	$299,959.00	$182,000.00	$117,959.00

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

ate Highway Department

Federal Aid Project
No. F-157(11)

ASHLAND UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 28, 1955

Type Code 6201
Roadway (Sta. Ls 15+45 to Sta. Ls 46+06.45)

All Required	Clearing and Grubbing		$ 1,000.00
2,100 sq. yds.	Removal of Pavement	0.75	1,575.00
740 cu. yds.	Drainage Excavation, Unclassified	3.00	2,220.00
48,000 cu. yds.	General Excavation, Unclassified	0.80	38,400.00
1,000 cu. yds.	Furnishing and Placing Topsoil	1.50	1,500.00
All Required	Finishing Roadbed and Slopes		1,000.00
2,900 lin. ft.	Rounding Cutbanks	0.20	580.00
230 lin. ft.	8-inch Corrugated Metal Pipe	2.00	460.00
30 lin. ft.	48-inch Corrugated Metal Pipe	17.00	510.00
530 lin. ft.	12-inch Concrete Pipe	2.00	1,060.00
30 lin. ft.	Extra for Pipe under Pavement	2.00	60.00
110 lin. ft.	8-inch Corrugated Metal Siphon Pipe	2.50	275.00
270 lin. ft.	12-inch Corrugated Metal Siphon Pipe	3.50	945.00
2,050 lin. ft.	8-inch Perforated Metal Drain Pipe	2.50	5,125.00
400 cu. yds.	Special Backfill in Drains	5.00	2,000.00
230 lin. ft.	2-inch Galvanized Water Pipe	1.00	230.00
4 only	Concrete Catch Basins	75.00	300.00
60 cu. yds.	Concrete Curbs	45.00	2,700.00
2 cu. yds.	Class "A" Concrete in Dam	75.00	150.00
100 lbs.	Metal Reinforcement in Dam	0.20	20.00
800 lin. ft.	1½-inch Electrical Conduit	1.50	1,200.00
20 only	Metal Sight Posts	3.00	60.00
70 lin. ft.	Metal Guard Rail	3.50	245.00
6 cu. yds.	Grouted Riprap	20.00	120.00
11,000 cu. yds.	1½" - 0 Material in Base	2.25	24,750.00
1,700 cu. yds.	3/4" - 0 Material in Base and Shoulders	2.50	4,250.00
320 M-gal.	Sprinkling	2.50	800.00
0.70 mile	Preparation of Base	300.00	210.00
170 cu. yd.	3/4" - 0 Material in Binder Course	4.00	680.00
30 tons	RC-3 Asphalt in Binder Course	45.00	1,350.00
5,000 tons	Class "B" Asphaltic Concrete	7.00	35,000.00
10 tons	RS-1 Asphalt in Tack and Seal Coat	45.00	450.00
12 only	Extra for Asphaltic Concrete Approaches	25.00	300.00
20 cu. yds.	Aggregate in Pavement Seal	4.00	80.00
600 lin. ft.	Asphaltic Concrete Traffic Markers	1.00	600.00
	Subtotal		$130,205.00
	10% Engr. & Cont.		13,020.50
	Total		$143,225.50

Length of Roadway 0.579 mile
Cost of Roadway per mile $247,367.01

Type Code X631
Ashland Undercrossing (Sta. Le 27+26.45)

All Required	Shoofly Trestle		$ 7,000.00
240 cu. yds.	Structural Excavation	5.00	1,200.00
25 cu. yds.	Excavation Below Elevation Shown	10.00	250.00
All Required	Embankment in Place		800.00
1,050 cu. yds.	Class "A" Concrete	60.00	63,000.00
17,000 lbs.	Metal Reinforcement	0.12	2,040.00
All Required	Structural Steel and Misc. Metal		43,000.00
All Required	Alter Existing Structure		5,000.00
			$122,290.00

Work to be Done by Southern Pacific Forces

All Required	Construct Shoofly, Restore Main Track and Signal Revisions, Etc.		19,740.00
		Subtotal	$142,030.00
		10% Engr. & Cont.	14,203.00
		Total	$156,233.00

Length of Structure 0.000

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$143,225.50	$87,047.00	$56,178.50
Structure	156,233.00	94,953.00	61,280.00
	$299,458.50	$182,000.00	$117,458.50

ASHLAND UNDERCROSSING

Federal Aid Project No. F-157(11)

Summary of Work to be Performed by Southern Pacific Company.

1.	Place Deck on Shoofly	$ 6,250.00
2.	Construct Shoofly	5,100.00
3.	Signal Work	1,350.00
4.	Place Deck on Extended Highway Underpass	4,000.00
5.	Restore Main Track	1,340.00
6.	Remove Deck From Shoofly	1,500.00
7.	Vacation Allowance	480.00
8.	Railroad Retirement and Unemployment Tax	1,000.00
9.	Public Liability and Property Damage Insurance	650.00
10.	Material Handling	250.00
11.	Accounting (Billing)	1,480.00
	Subtotal	$23,400.00
	Less Salvage	3,660.00
		$19,740.00

RECEIVED
JUN 24 1955
FOR FILING

F-157 (11)
4428

June 24, 1955

Miller and Strong, Inc.
Box 366
Eugene, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4428, which was awarded to you by the State Highway Commission on May 9, 1955, for structure, grading and paving on the Ashland Undercrossing Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 16 1955
FOR FILING

F-157 (11)

44

May 9, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Ashland Undercrossing Section
F.A.P. No. F-157(11)

Dear Sir:

On April 14, the State Highway Commission accepted the low bid of Miller and Strong, Inc., of Eugene, Oregon, in the amount of $252,950 and instructed the engineer to award the contract as soon as all rights of way for the project had been acquired and certain negotiations were completed with the Southern Pacific Railroad Company. All rights of way for the project have been acquired. Negotiations with the Southern Pacific Company consisted of obtaining their approval on the project drawings. We are attaching hereto three copies of a letter dated May 5 from the Southern Pacific Company which indicates their approval of the project drawings with the exception of some very minor corrections on three of the structural steel drawings. The corrections requested by Southern Pacific Company are of a very minor nature and we are proceeding to make the requested changes on the project plans. The engineer proposes to award the contract to the low bidder as of this date. May we have your concurrence in the award of the contract.

On March 29, you were furnished three copies of PUC Order 33688 and one incomplete copy of the agreement between the State and the railroad company. The original agreement has been executed by the Highway Commission and is now in the hands of the Southern Pacific Company for execution. Copies of the completed agreement will be furnished you as soon as it is returned by Southern Pacific Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

CAG:skt
Attached

cc: P. M. Stephenson

Southern Pacific Company

DUNSMUIR, CALIFORNIA

A. W. KILBORN
SUPERINTENDENT

IN REPLY PLEASE REFER TO
GMO 60927

May 5, 1955

Mr. P. M. Stephenson
Bridge Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Referring to your letter of April 25, transmitting three sets of plans and specifications for Underpass #430.69, near Ashland, Oregon.

Returning herewith approved drawings Project F-157 (11) Sheets 1, 2, 2A, 2B, 3, 4, 5, 6, Shoofly Layout #11814, 11815, CE 13774, 11840 and 11844. Sheets 11841, 11842 and 11843 are approved except as noted in red.

Specifications will be returned as soon as Paint Formulas No. 4-51 and 5-51, transmitted with your letter of April 29, are approved.

Please furnish 3 prints of your drawings 11841, 11842 and 11843 with revisions as noted in red, for our files.

Yours Truly,
AW Kilborn

NOTED
G. S. PAXSON

RECEIVED
MAY [illegible] - 1955
[illegible] COMMISSION

8

RECEIVED
MAY 12 1955
FOR FILING

F-127(11)
4428

May 9, 1955

Miller and Strong Inc.
P. O. Box 366
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your proposal for construction of the Ashland Undercrossing Section of the Pacific Highway, Jackson County, for the sum of $252,950.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4428.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attn: Dorothy McCormack

R. G. Savage (SIAC)
H. G. Smith
S. H. Probert
P. M. Stephenson

NOTED
J. Mc C.

file

ON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

ICE	
the class of service desired; otherwise this message will be sent as a full rate telegram	
FULL RATE TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$ S E

WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHIP RADIOGRAM	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

May 9, 1955
2:10 p. m.

Miller & Strong, Inc.
3871 Royal Road
Eugene, Oregon

Contract for Ashland Undercrossing section, Jackson County, for which you submitted low bid on April 14, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Files ✓

[illegible]

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
MAY 10 1955
FOR FILING

file

FORM E-30X—50,000—10-54—79484

F-[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1955

SUBJECT: Pux 126, R 22984-Ashland Undercrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: Mr. E. F. Saling
R/W Office Manager
OFFICE

Dear Mr. Saling:

Herewith I hand you completely executed copy of easement agreement with Southern Pacific Company covering right of way for the Ashland Undercrossing project in Jackson County. The agreement should be placed on file and the Railroad Company advised of the recording reference.

A supply of multilithed copies of the agreement is enclosed for distribution.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs.

cc: H. B. Glaisyer ✓

greement placed in Gen files 5-10-55

NOTED
H. B. GLAISYER

NOTED
FLOYD QUERY

RECEIVED
MAY 10 1955
FOR FILING

FORM 230—30M—8-54—74366

2-15-1 (11)

4428

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1955

RAILROAD COMPANIES
FILE No. 445

SUBJECT: Rux 126, R. 22984 - Ashland Undercrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you fully executed copy of construction agreement between Southern Pacific Company and the Highway Commission covering the Ashland Undercrossing in Jackson County.

Copies of the agreement have been made and distributed in this Department.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc. 1

REFERRED TO
Quinn
BY SECRETARY
& file

9

RECEIVED
MAY 11 1955
FOR FILING

OREGON DISTRICT

- 157 (11)

4428

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 9, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired and that plans for the structure have been approved by the Southern Pacific Company, we hereby concur as of this date in award of contract No. 4428 for Oregon Project F-157(11), Ashland Undercrossing Section of the Pacific Highway, to Miller and Strong, Inc., Eugene, Oregon, low bidder in the amount of $252,950.00 at the April 14, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 10 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 10 1955

FOR FILING
F-157(11)

11405

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1955

SUBJECT: Pux 126, R 22984 - Ashland Undercrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. H. G. Smith (2)
Mr. E. A. Collier (2)
Mr. Tom Edwards (2)
Mr. P. M. Stephenson (6)

W. C. WILLIAMS

Gentlemen:

Herewith I hand you multilithed copies of construction agreement covering the Ashland Undercrossing project in Jackson County, between Southern Pacific Company and the Highway Commission.

Very truly yours,

J. W. DeSouza B.

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs.

RECEIVED

Pux 126 R 22984
Ashland Undercrossing

THIS AGREEMENT, made this 6th day of April, 1955, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein called "Railroad," and STATE OF OREGON, acting by and through its State Highway Commission, herein called "State";

RECITALS:

By indenture of even date herewith Railroad granted to State an easement for the construction, reconstruction, maintenance and use of a highway by means of an underpass, hereinafter called "structure," across Railroad's property near Ashland, in Jackson County, Oregon, in the location shown within red lines on the attached print of Railroad's Shasta Division Drawing SH-74 Sheet No.A, dated October 29, 1954, hereto attached and made a part hereof.

The parties hereto desire to set forth in this instrument their understandings and agreements relating to the construction and maintenance of said structure and the changes made necessary during the construction thereof.

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between the parties hereto as follows:

1. State shall secure any necessary permission and authority for the construction, reconstruction, maintenance and use of said structure from the Public Utilities Commissioner of Oregon.

2. State, at its expense, shall furnish, or cause to be furnished, all labor, materials, tools and implements and perform all work of constructing said structure, except as herein otherwise provided. Said structure shall be constructed in a manner so as to accommodate Railroad's tracks in accordance with plans and specifications which shall be subject to the approval of the parties hereto.

3. State, at its own expense, shall construct a trestle, including substructure and stringers with necessary bracing over said highway and perform the necessary grading for a shoofly track in the locations shown by red lines on the

print of Railroad's Shasta Division Drawing 9257, Sheet 2 C, Revised November 2, 1954, hereto attached and made a part hereof.

Railroad, at its expense, shall perform the following work in connection with said shoofly track and said structure:

(a) Furnish, lay and later remove necessary track material, including ties and deck for trestle for the temporary shoofly track in the location shown by red line on the attached print of said drawing No.9257.

(b) install and later remove temporary track connections between Railroad's main line and said shoofly track;

(c) remove and later replace Railroad's main line track at said location;

(d) place the deck on the extended highway underpass;

(e) provide necessary changes and protection for Railroad's signal line; and

(f) furnish such representatives, watchmen, flagmen and engineer-inspectors as Railroad deems necessary to protect and safeguard property, engines, trains and cars at said location during the period of construction of said structure.

State agrees to reimburse Railroad for all cost and expense incurred by Railroad in connection with the construction of said structure, including, but not limited to Items (a) to (f), inclusive, as set forth herein.

All work to be done hereunder by Railroad shall be done only by its employees working under railroad labor agreements and shall be done on a force account basis, the cost thereof to be paid to Railroad by State in the manner hereinafter set forth.

All expenses incurred by Railroad for which State is obligated to reimburse Railroad hereunder, including all work incidental to such work but not specifically mentioned herein, shall be subject to the provisions of General Administrative Memorandum No. 299 of the Bureau of Public Roads, Department of Commerce, and any amendments of or supplements to said order.

The parties hereto agree that no benefits will accrue to Railroad pursuant to the provisions of the Federal Aid to Highways Act of 1944 and General Administrative Memorandum No. 325 of the Bureau of Public Roads, Department of Commerce, due to the construction or use of said structure inasmuch as no existing important grade crossing is closed.

4. The estimated cost of the work to be performed by Railroad, at the expense of State, is herein set forth and summarized as follows:

(1)	Place deck on 155' structure	$ 6,250
(2)	Construct shoofly	5,100
(3)	Signal work	1,350
(4)	Place deck on extended highway underpass	4,000
(5)	Restore main track	1,340
(6)	Remove deck from shoofly structure	1,500
(7)	Engineer-inspector	7,400
(8)	Flagging	300
(9)	Vacation allowance	480
(10)	Railroad retirement & Unemployment Tax	1,000
(11)	Public Liability & Property Damage insurance	650
(12)	Material handling	250
(13)	Accounting (billing)	1,480
	Total	$31,100
(14)	Less Salvage	3,660
	Net Total	$27,440

Railroad shall submit all bills to State for payment of work performed by Railroad on the basis of items set forth in the above estimate and shall submit its final bill on the same basis to cover the actual cost of items of work performed by Railroad; provided, however, that the cost of flagmen, watchmen and representatives to protect railroad property and trains due to the operations of State's contractor shall be segregated in Railroad's billing to State from all other costs billed to State under this agreement. Subject to the next succeeding paragraph of this section, State agrees to pay Railroad the cost of such work within thirty (30) days of receipt of such bills from Railroad.

In the event the total amount of the estimate is exceeded, State shall not be obligated to reimburse Railroad for such excess unless and until such excess expenditures shall have been approved by State in writing. Railroad shall not be obligated to incur any expenditures in excess of the above estimate until the receipt of such written approval of State.

5. All work contemplated in this agreement shall be performed in a good and workmanlike manner to the satisfaction of the parties hereto and each portion shall be promptly commenced by the party hereto obligated to do the same and thereafter diligently prosecuted to conclusion in its logical order and sequence.

The books, papers, records and accounts of the parties hereto, so far as they relate to the items of expense for labor and materials or are in any way connected with the work herein contemplated, shall at all reasonable times be open to inspection and audit by the agents and authorized representatives of the parties hereto.

6. After the completion of the work herein contemplated the cost of maintenance of the grade separation shall be borne as follows: (1) Railroad shall bear the cost of maintenance of the structure, which includes the girders, deck, and track structure, and the abutments thereto; (2) State shall bear the cost of the maintenance of the highway roadbed, slopes, pavement, surfacing, shoulders and drainage.

7. In the event any of the work herein contemplated to be done upon or adjacent to the right of way and property of Railroad should be let to contractors by State, such contractors shall be satisfactory to Railroad as to their responsibility and ability to perform the work under and across the property and tracks of Railroad and no such work shall be begun until such contractors shall have first entered into a written agreement with Railroad, substantially in the form of draft hereto attached and marked "Exhibit A."

State shall furnish, or require its contractor to furnish, to Railroad the original of each policy covering Protective Public Liability Insurance and Protective Property Damage Liability Insurance in the amount specified in said

"Exhibit A," and conforming to the requirements of Works Program General Memorandum No. 32, which contractor is required to furnish for and in behalf of Railroad.

State shall also furnish, or require its contractors to furnish, to Railroad a certified copy of each of the policies of insurance, showing that its contractor has provided for Contractor's Public Liability and Property Damage Liability Insurance, as provided for in Works Program General Memorandum No. 32, which insurance shall provide for the same limits as specified for Protective Public Liability and Property Damage Liability Insurance to be furnished for and in behalf of Railroad.

8. This agreement shall inure to the benefit of and be binding upon the successors and assigns of Railroad and upon the assigns of State.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed in duplicate by their officers thereunto duly authorized and their respective seals to be hereunto affixed, as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY (SEAL)

By [illegible]
Vice President

Attest: [illegible]
Assistant Secretary

STATE OF OREGON, acting by and through its State Highway Commission, (SEAL)

By ______________________
Chairman

By [illegible]
Commissioner

By [illegible]
Commissioner

APPROVED:

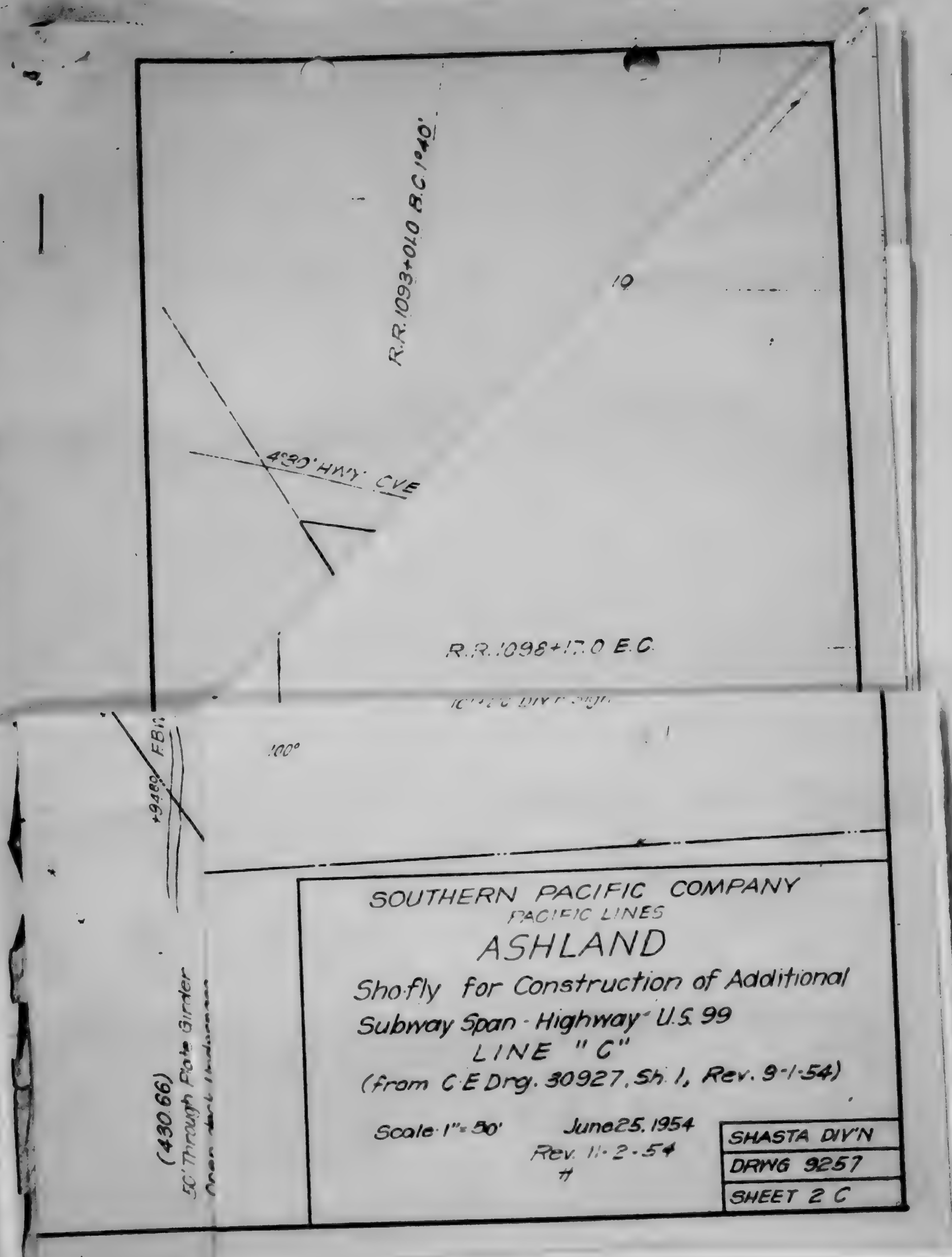
G. S. PAXSON
Asst. State Highway Engineer

APPROVED AS TO FORM:

C. W. ENFIELD
Chief Counsel

J. W. DeSOUZA
Assistant Counsel

ATTEST:
[illegible]
Secretary


R.R. 1093+01.0 B.C. 1°40'
10
4°30' HWY. CVE
R.R. 1098+17.0 E.C.
100°
+94.89 FB
(430.66)
50' Through Plate Girder

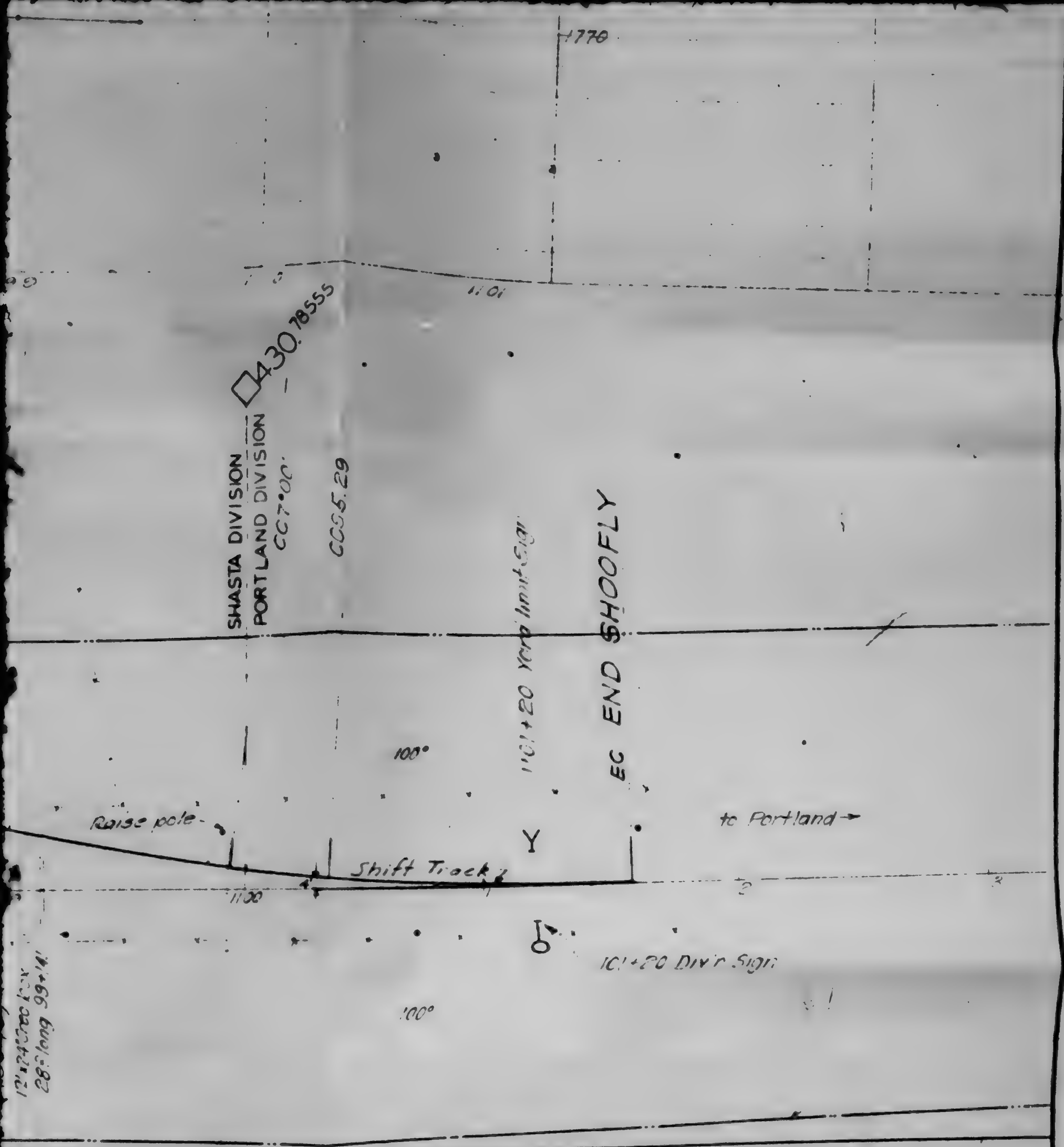
SOUTHERN PACIFIC COMPANY
PACIFIC LINES

ASHLAND

Sho-fly for Construction of Additional
Subway Span - Highway U.S. 99
LINE "C"
(from C.E. Drg. 30927, Sh. 1, Rev. 9-1-54)

Scale 1" = 50'
June 25, 1954
Rev. 11-2-54
#

SHASTA DIV'N
DRWG 9257
SHEET 2 C


1770
11 01
430.78555
SHASTA DIVISION
PORTLAND DIVISION
CC7°00'
CC55.29
101+20 Yard limit Sign
EC END SHOOFLY
100°
Raise pole
Y
to Portland →
Shift Track
1100
101+20 Div'n Sign
100°
12'x24' Conc box
28° long 99+41'

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

ASHLAND

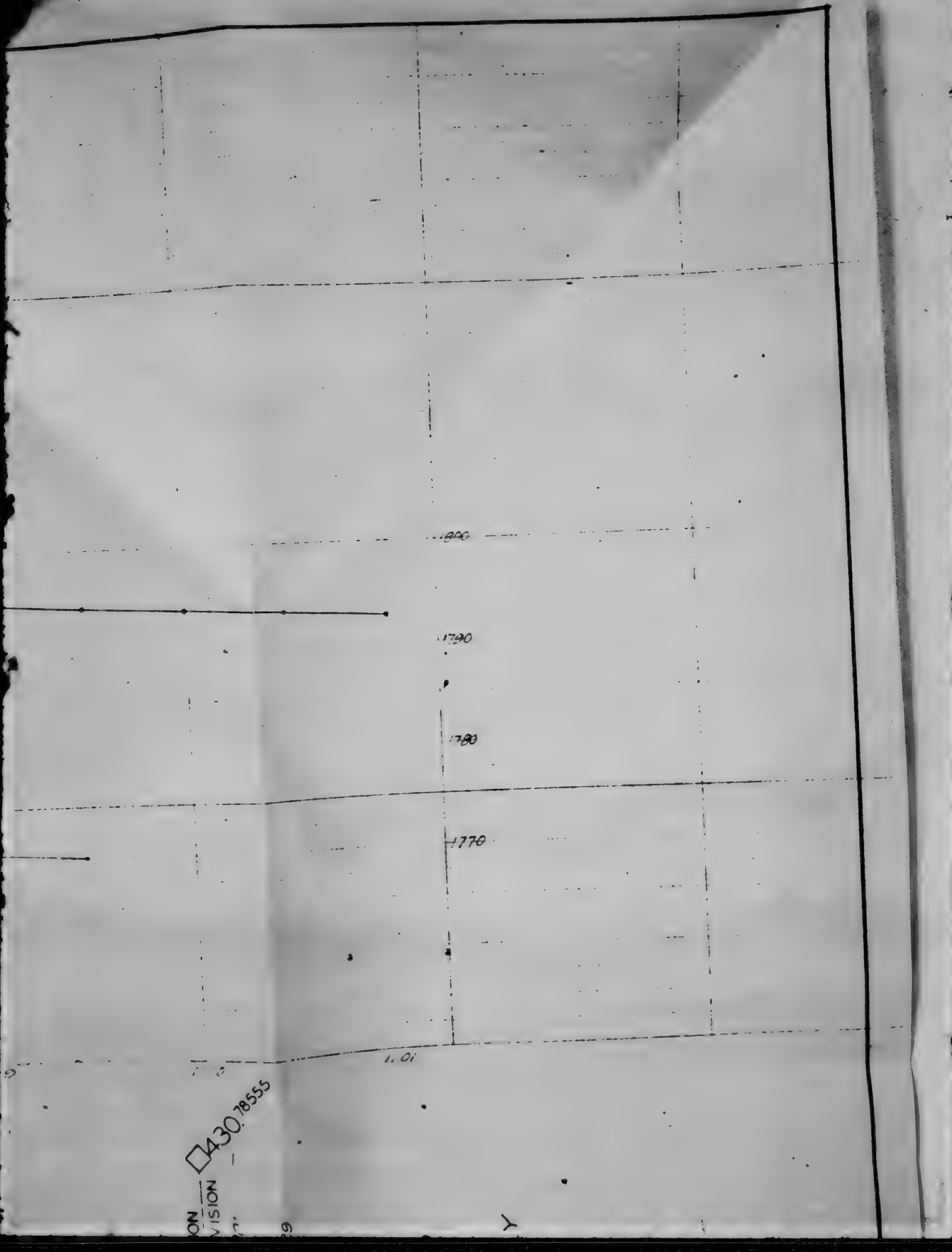
Sho-fly for Construction of Additional Subway Span - Highway U.S. 99

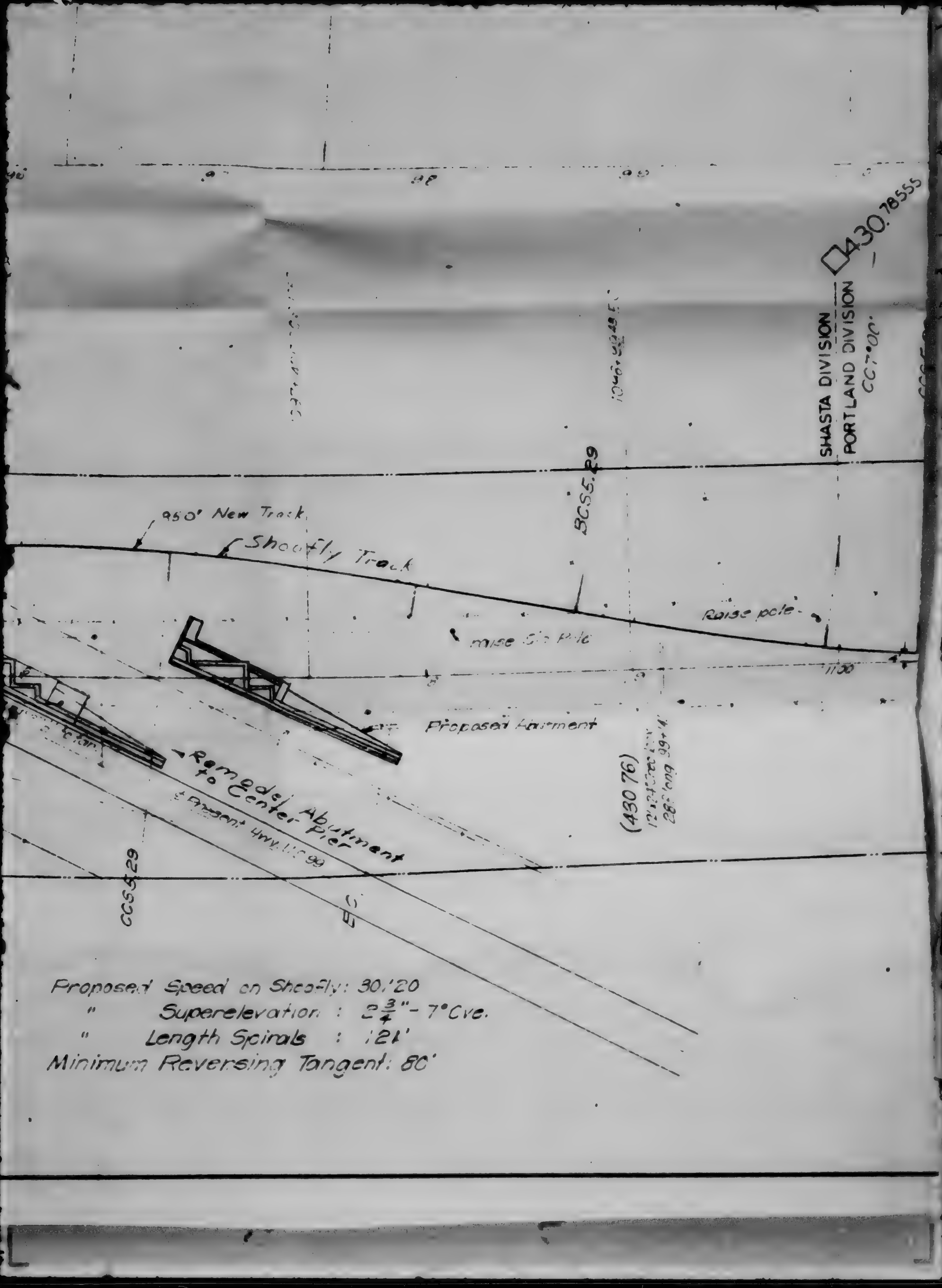
LINE "C"

(from C.E Drg. 30927, Sh. 1, Rev. 9-1-54)

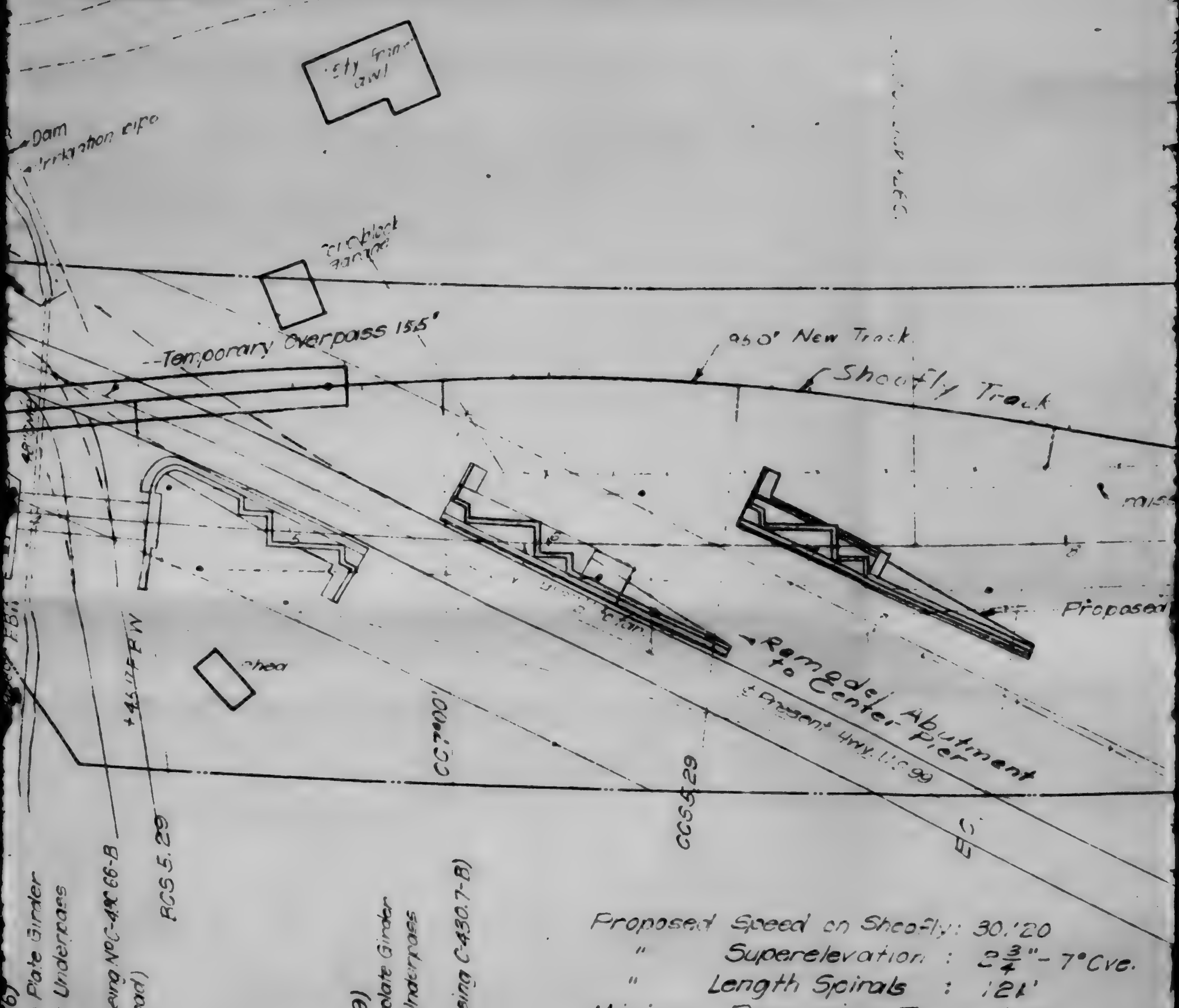
Scale 1" = 50' June 25, 1954
Rev. 11-2-54
H

SHASTA DIV'N
DRWG 9257
SHEET 2 C


1800
1790
1780
1770
1.01
430.78555
ON
VISION

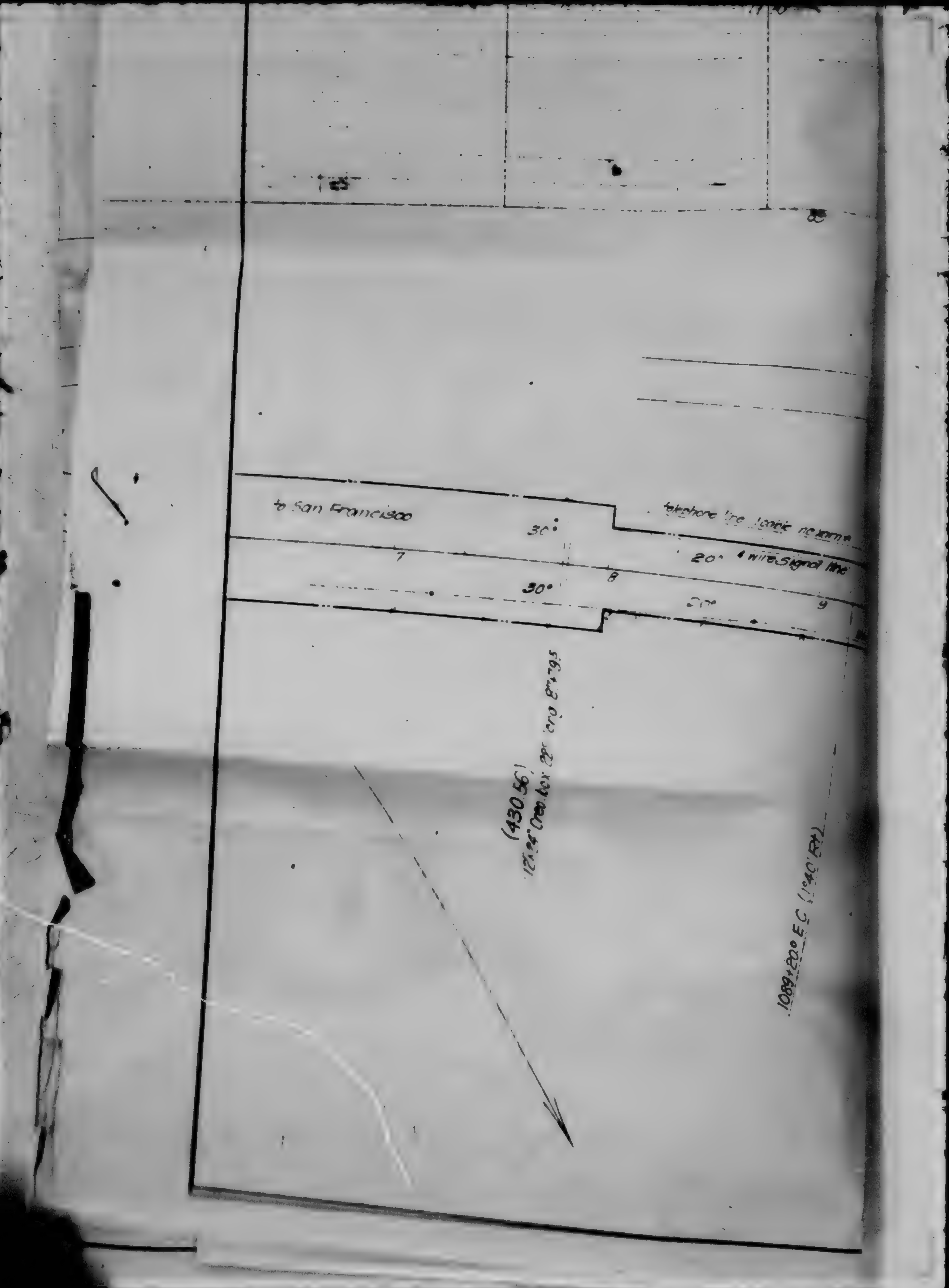

98
99
430.78555
SHASTA DIVISION
PORTLAND DIVISION
CC7°00'
BCS55.29
950' New Track
Shoofly Track
Raise pole
raise Sig Pole
1150
Proposed Abutment
Remodel Abutment to Center Pier
Present Hwy. U.S. 99
(430 76)
28" long 99+4'
CCS5.29

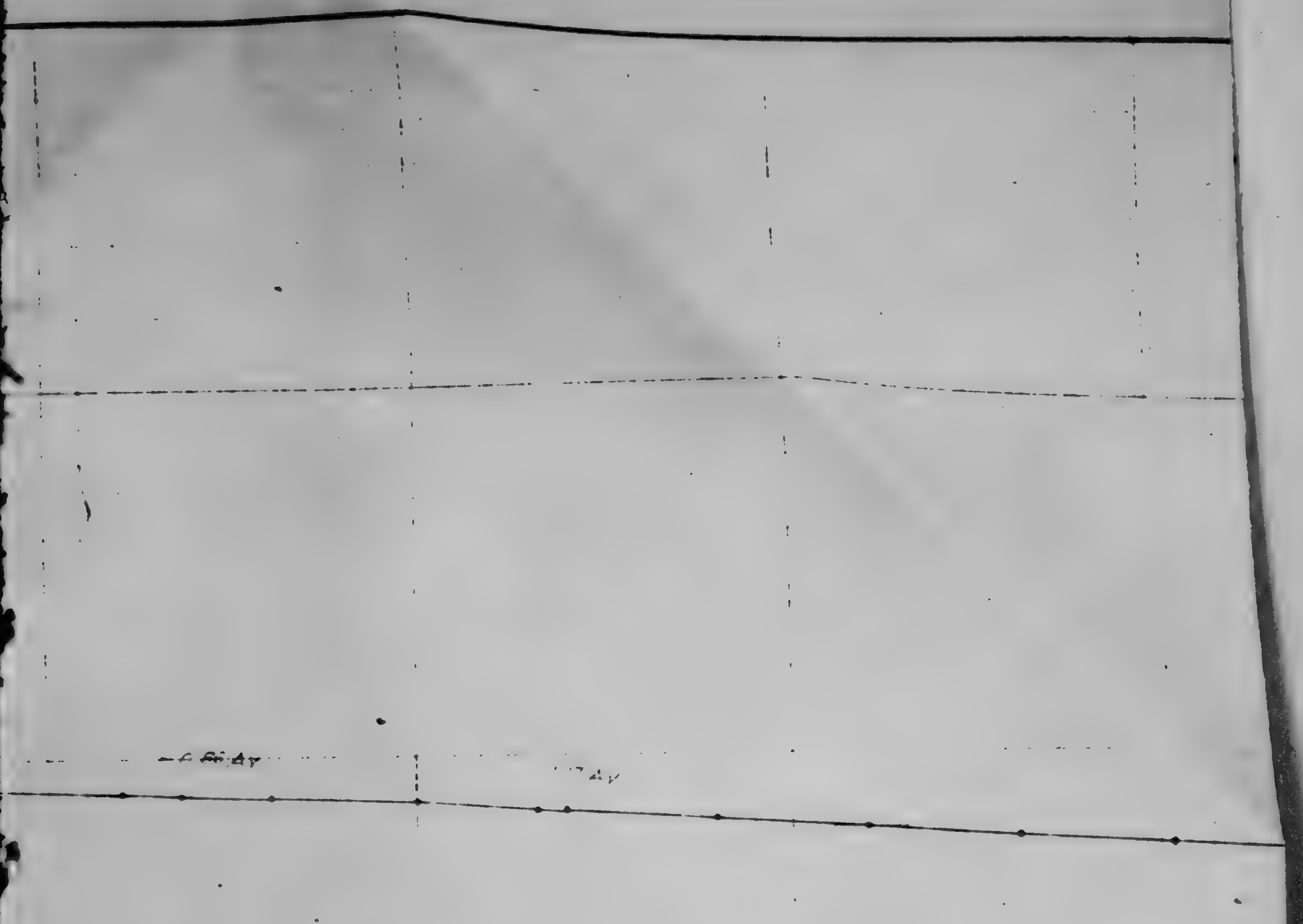
Proposed Speed on Shoofly: 30/20
" Superelevation : $2\frac{3}{4}$" - 7° Cve.
" Length Spirals : 121'
Minimum Reversing Tangent: 80'

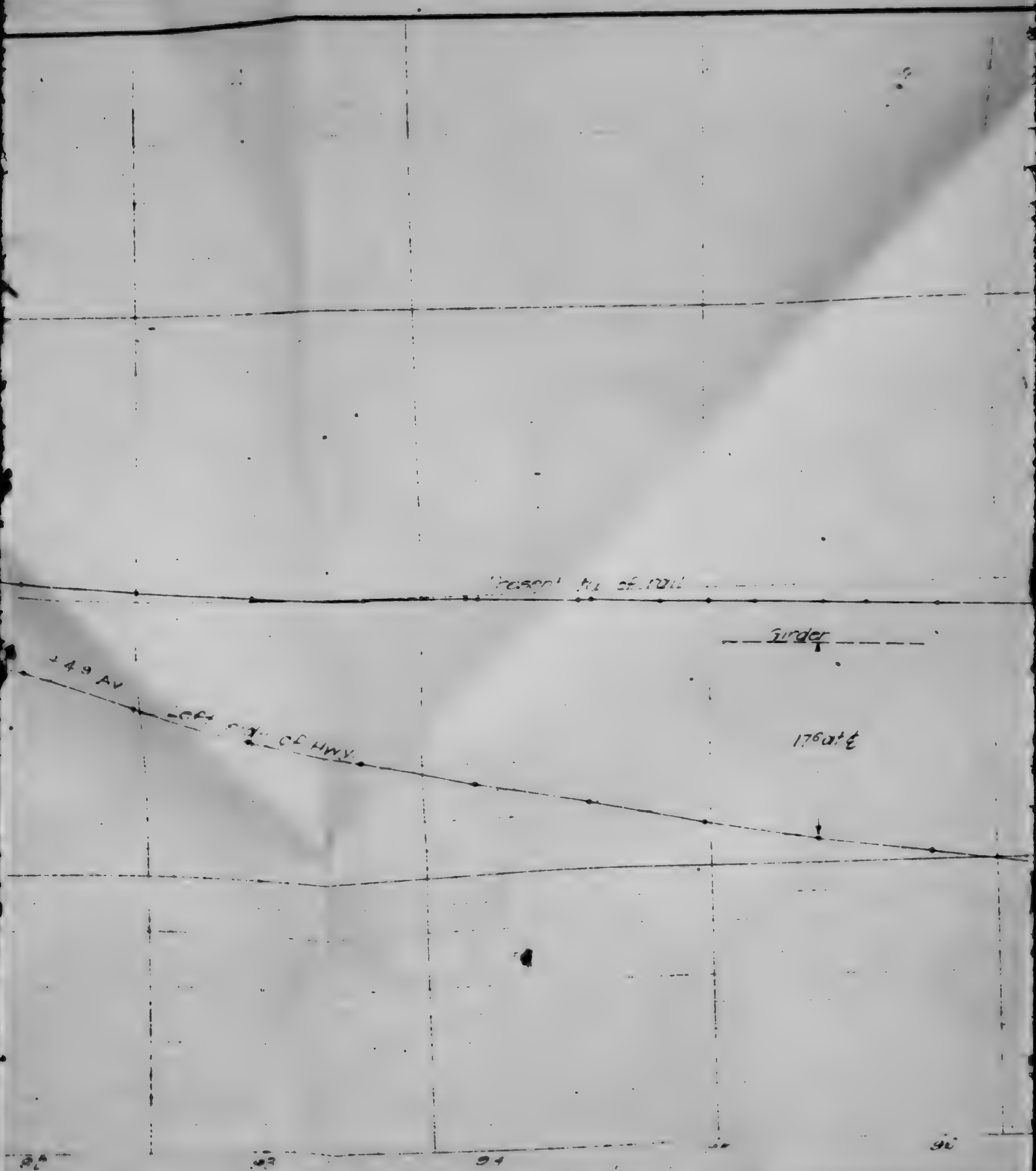

Dam
Irrigation pipe
1 Sty frame dwl
garage
Temporary Overpass 15.5'
950' New Track
Shoofly Track
Proposed
Remodel Abutment to Center Pier
℄ Present Hwy. U.S. 99
shed
+45.17 FBW
CC 7+00
CCS 5.29
RCS 5.29
EC
(430.66)
50' Through Plate Girder
Open deck Underpass
Built 1918
Public Crossing No. C-430.66-B
(County Road)
(430.69)
85' Through plate Girder
Open deck Underpass
Built 1925
(Public Crossing C-430.7-B)

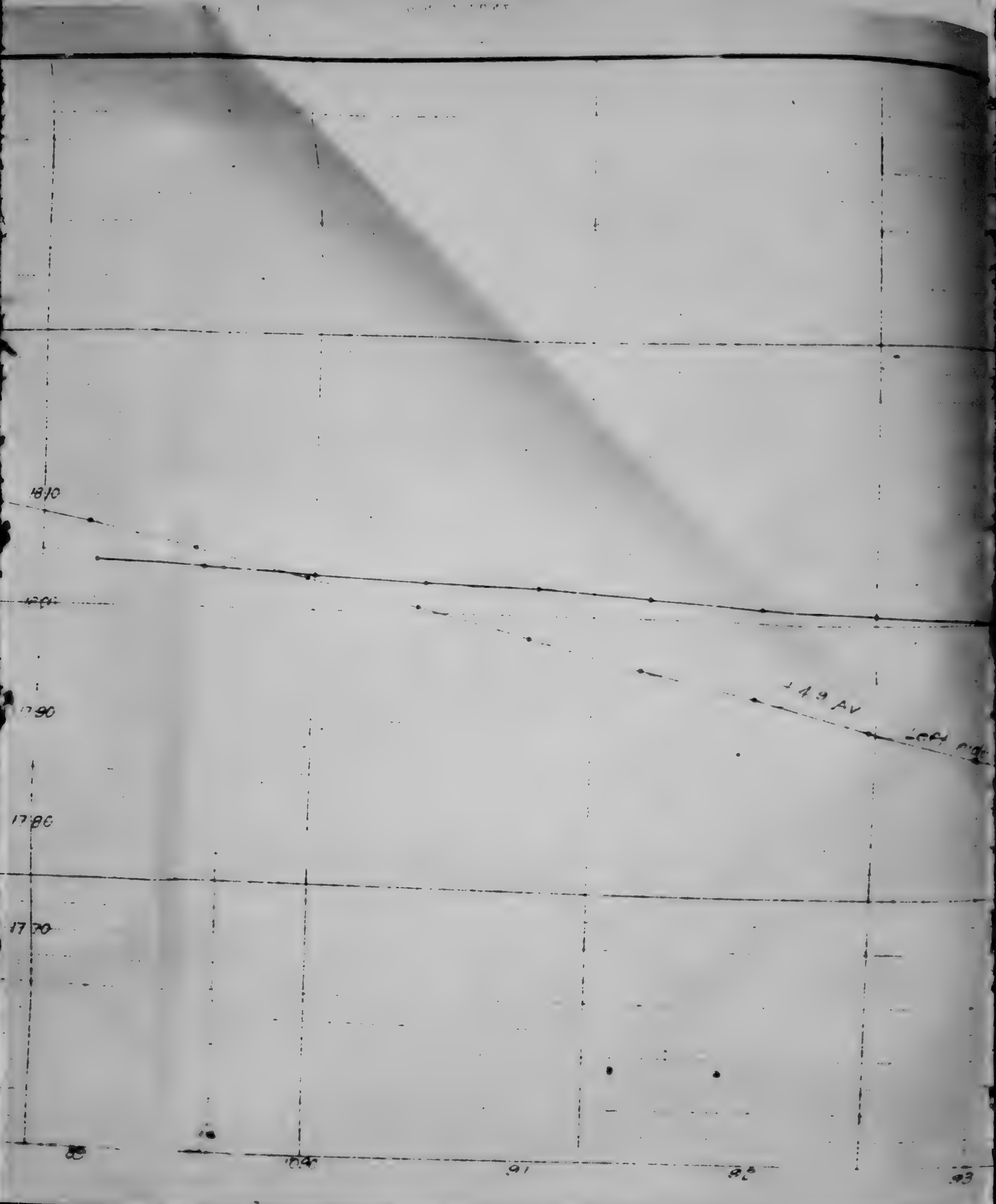
Proposed Speed on Shoofly: 30.'20
" Superelevation : 2 3/4" - 7° Cve.
" Length Spirals : 121'
Minimum Reversing Tangent: 80'

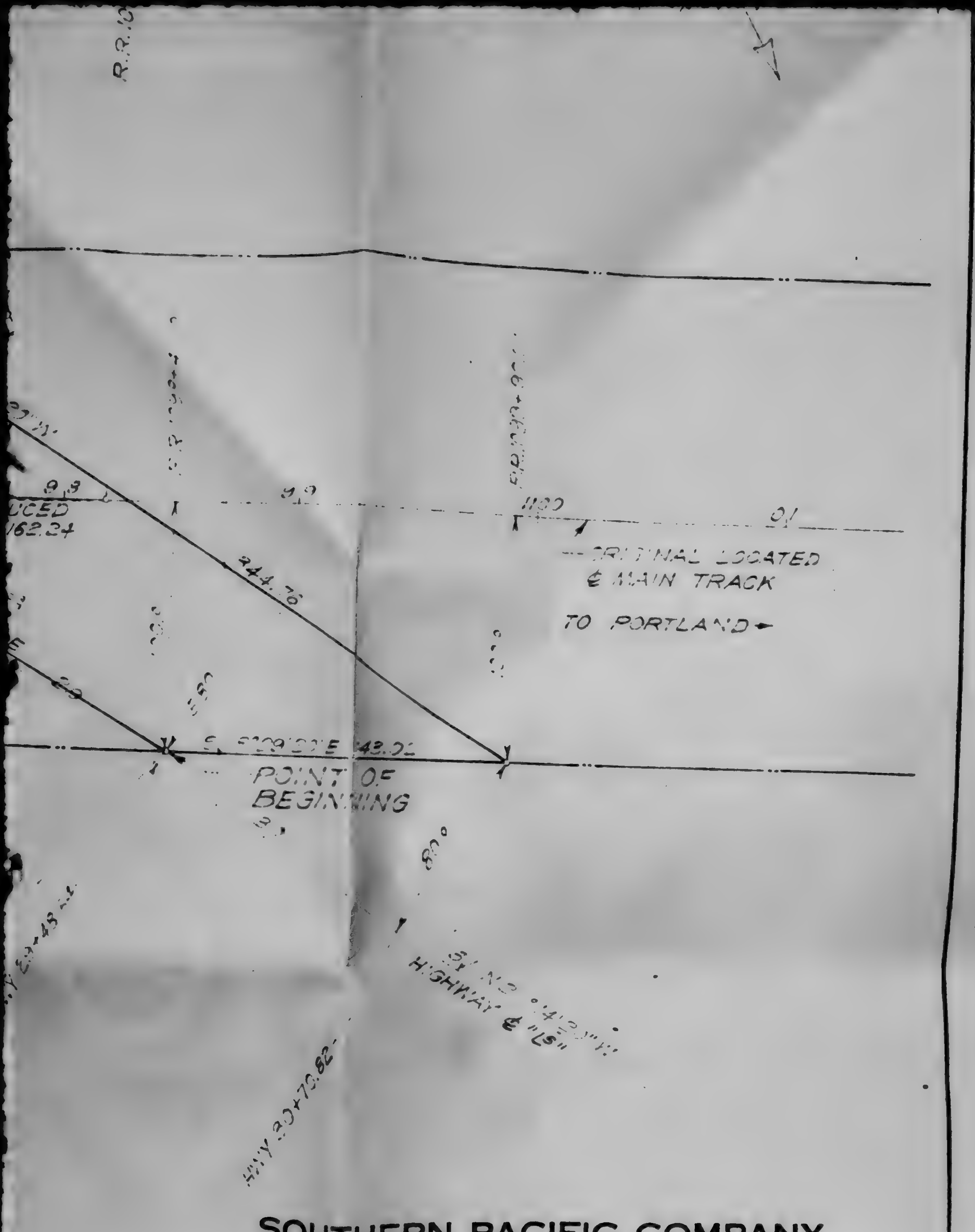
Construction
Detour Road
Waste pile
LEGEND
RAILWAY RIGHT OF WAY LINES
RED NEW WORK
YELLOW TO BE MOVED OR REMOVED


to San Francisco
telephone line
30'
7
20'
4 wire Signal line
8
30'
20'
9
(430.56)
12x24" Creo. box
87+79.5
1089+20.0 E.C. (1°40' Rt.)


.97
.98
.99
1.0


Present ht. of rail
Girder ℄
149 Av
Left side of Hwy.
17.6 at ℄
94
96


1810
1790
17 80
17 70
149 Av
Left side
.90
.91
.92
.93


R.R.
9.8
9.9
UCED
162.24
244.76
91
ORIGINAL LOCATED
₵ MAIN TRACK
TO PORTLAND →
143.02
POINT OF
BEGINNING
80°
HIGHWAY ₵ "15"
HWY 20+70.82

SOUTHERN PACIFIC COMPANY

PACIFIC LINES

ASHLAND

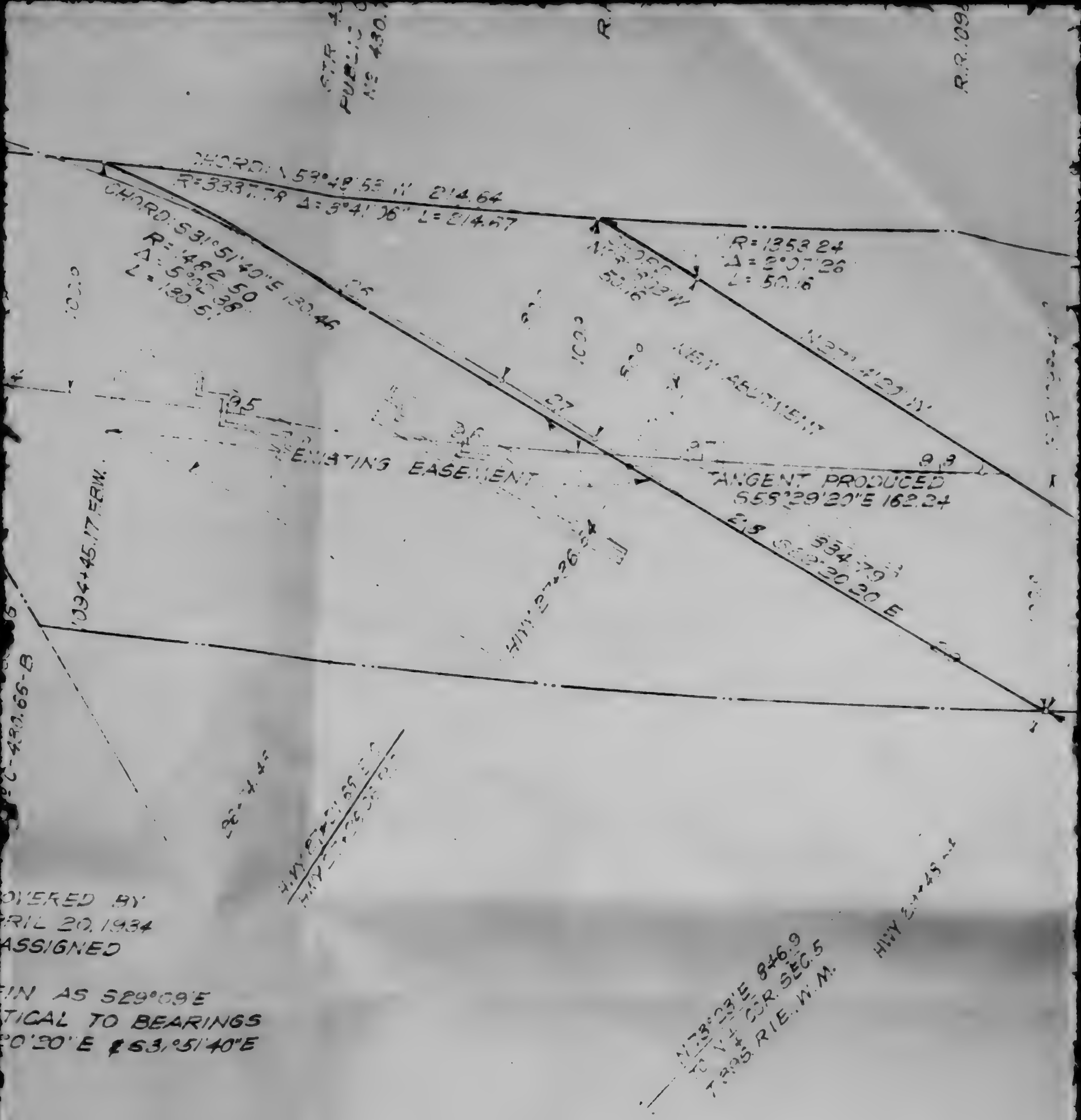
JACKSON COUNTY, OREGON

EASEMENT TO OREGON STATE HIGHWAY COMMISSION

SCALE: 1"=50' OCT. 29. 1954

4

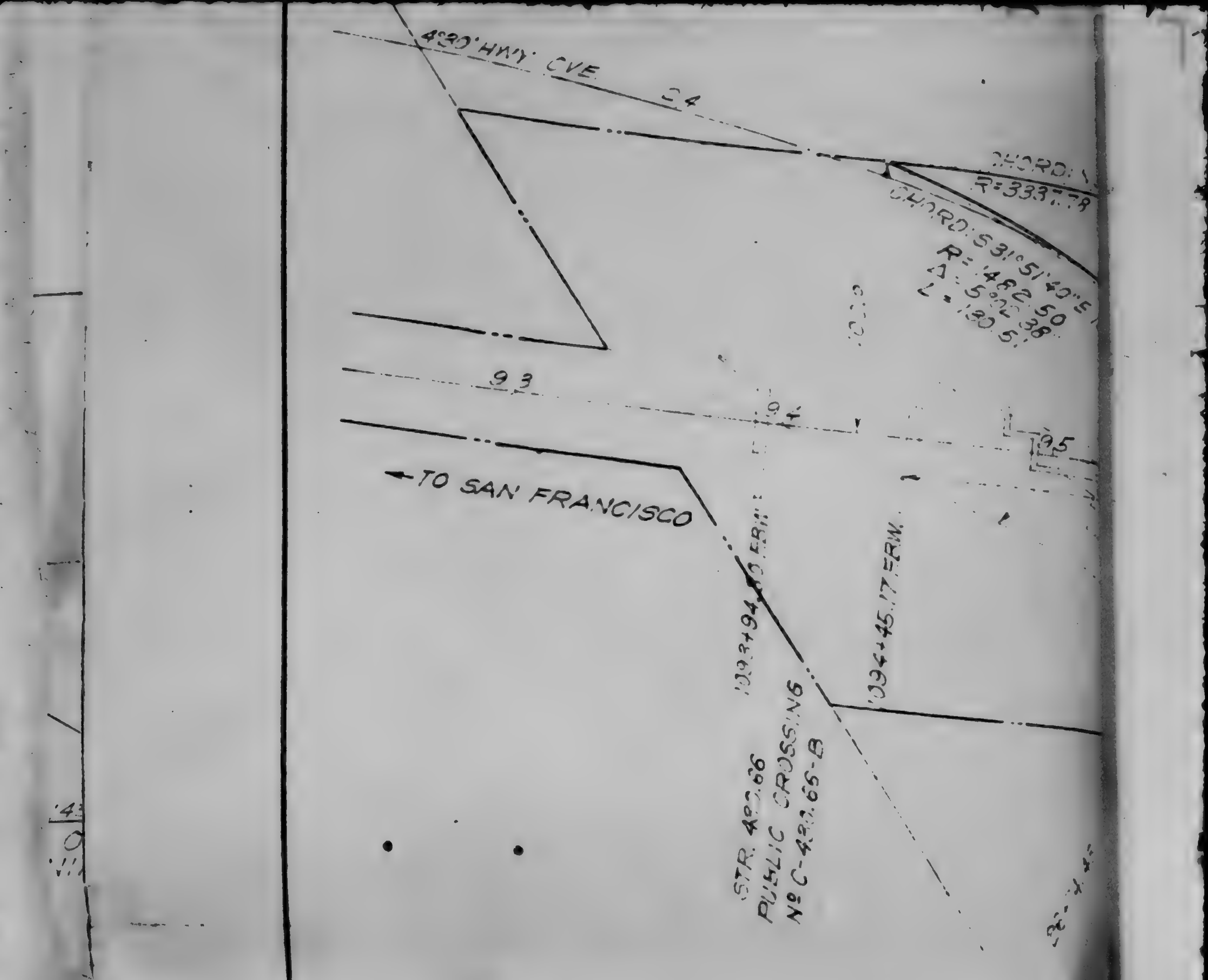
SHASTA DIVN.
DRAWING SH-74
SHEET NO. A


STR. ...
PUBLIC ...
No. 430...
R.R. 109...
CHORD: N 59°48'53" W 214.64
R=3337.78 Δ=3°41'36" L=214.67
CHORD: S31°51'40"E 180.46
R=1482.50
Δ=5°02'38"
L=180.5
R=1353.24
Δ=2°07'26
L=50.16
50.16
N 27°41'23" W
WEST ABUTMENT
95
96
97
9.8
EXISTING EASEMENT
TANGENT PRODUCED
S55°29'20"E 162.24
S 28°20'20" E
334.79
1094+45.17 E.R.W.
HWY 27+26.84
P.C. 420.65-B
HWY STA ...
N 73°23'E 846.9
TO W 1/4 COR. SEC. 5
T.29S. R1E. W.M.
HWY 24+45

OVERED BY
RIL 20, 1934
ASSIGNED

IN AS S29°09'E
TICAL TO BEARINGS
20'20"E ₵ S31°51'40"E

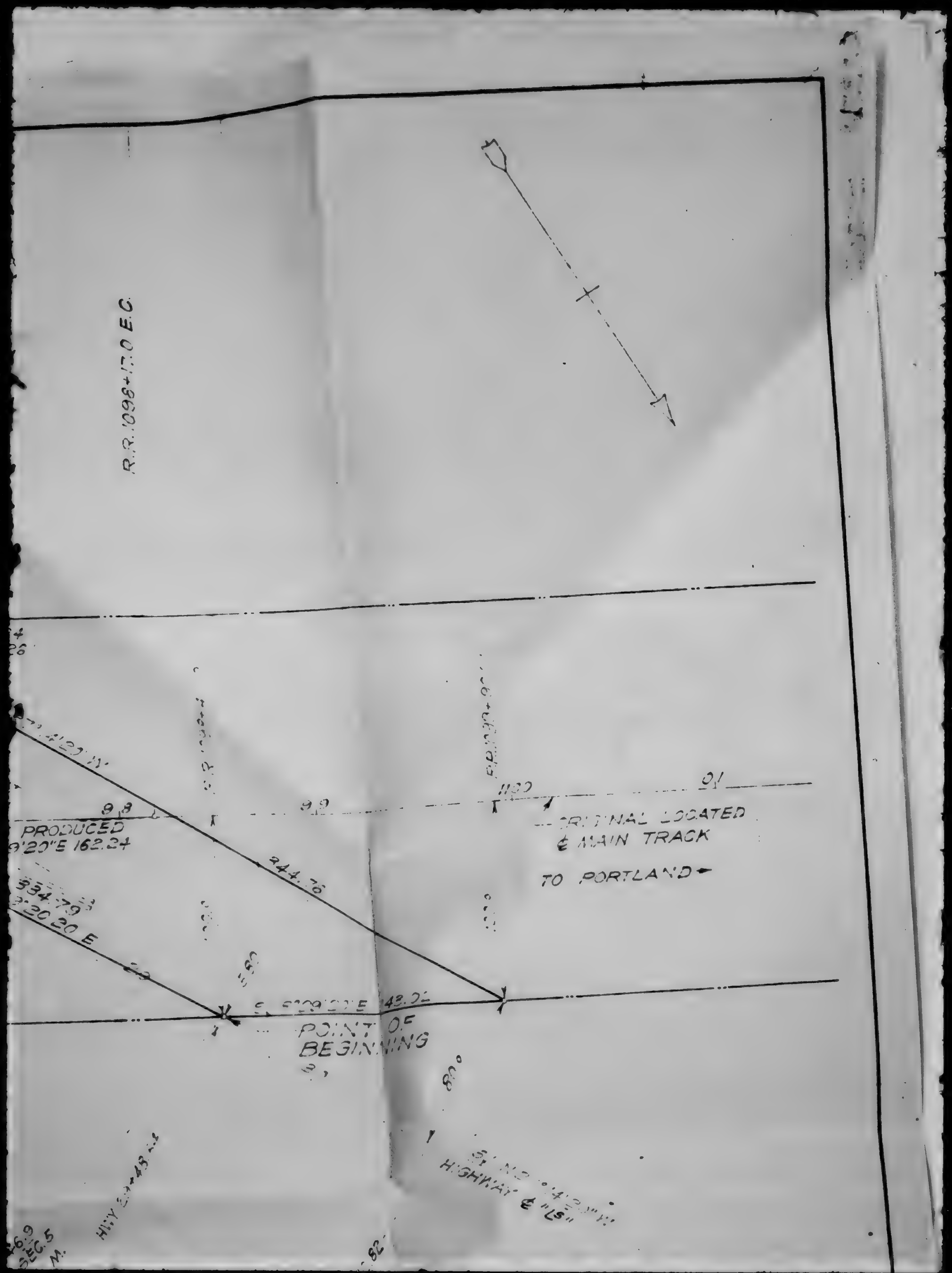
RIGHT OF WAY LINES
SEMENT: AREA 0.770 A. ±

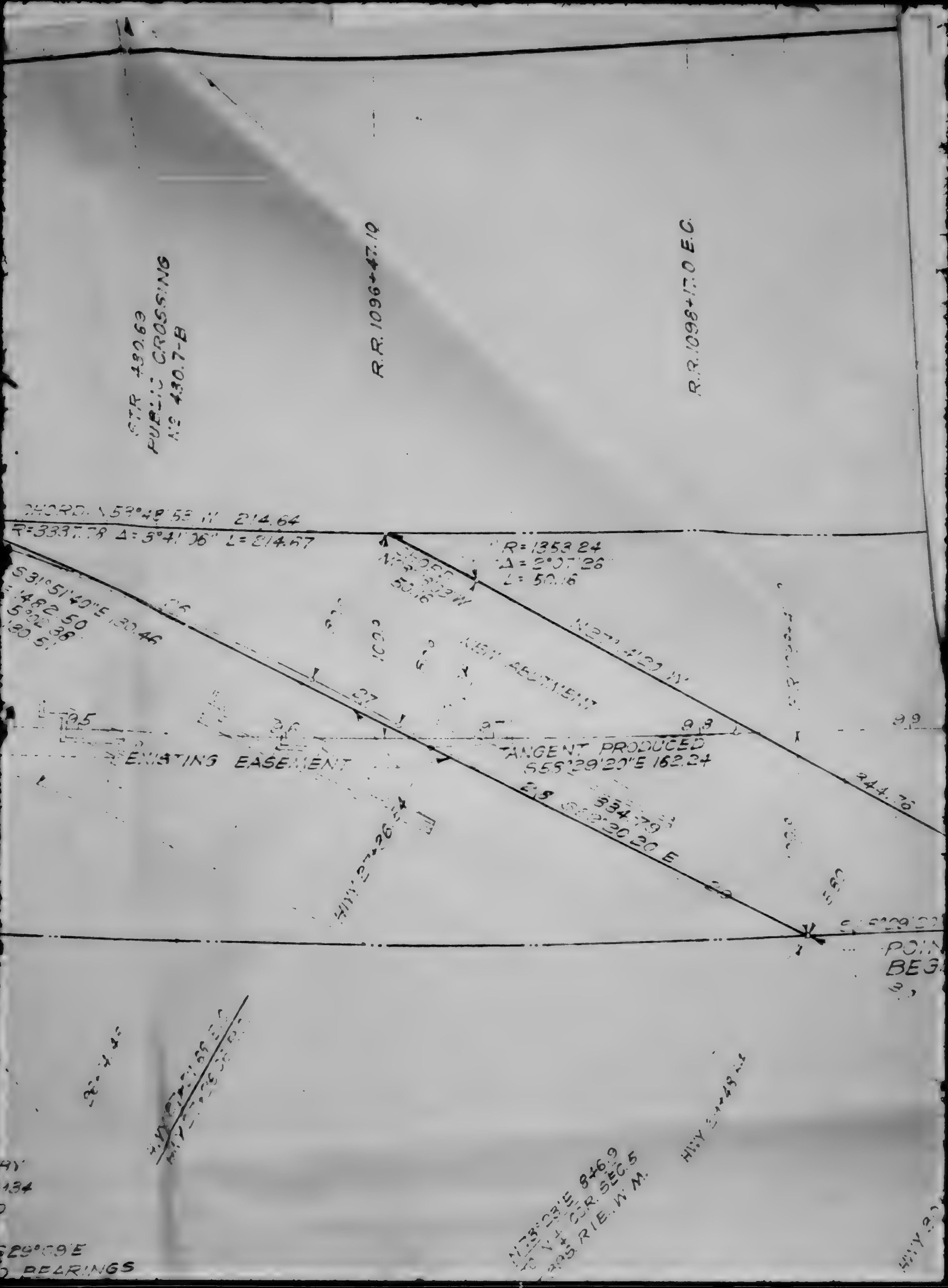

4°30' HWY. CVE.
94
CHORD:
R=3337.78
CHORD: S31°51'40"E
R=482.50
Δ=5°
L=130.5'
93
94
95
← TO SAN FRANCISCO
1093+94 ERW.
1094+45.17 ERW.
STR. 493.66
PUBLIC CROSSING
Nº C-493.65-B

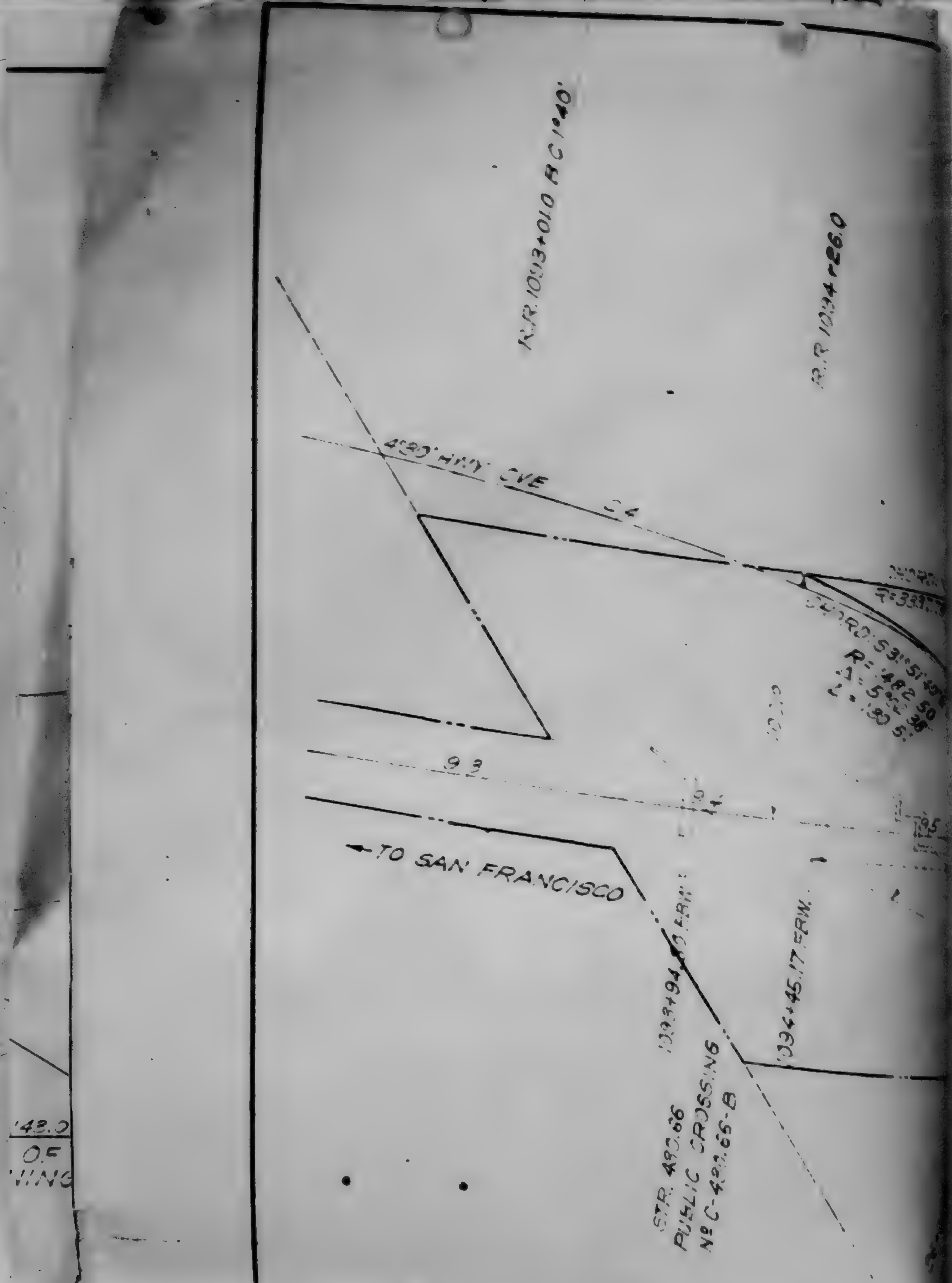
NOTE:
EXISTING EASEMENT COVERED BY
AGREEMENT DATED APRIL 20, 1934
DOC. AUD. Nº 36219 (ALSO ASSIGNED
DEED AUD. Nº 20196)
BEARINGS GIVEN THEREIN AS S29°09'E
¢ S31°40'20"E ARE IDENTICAL TO BEARINGS
SHOWN HERE AS S29°20'20"E ¢ S31°51'40"E

LEGEND

—·—·— SOUTHERN PACIFIC CO. RIGHT OF WAY LINES
——— RED: LIMITS OF EASEMENT: AREA 0.770 A

R.R.1098+17.0 E.C.
4
26
9.8
9.9
1100
01
PRODUCED
9'20"E 162.24
344.76
334.79
3'20 20 E
ORIGINAL LOCATED
℄ MAIN TRACK
TO PORTLAND ←
43.02
POINT OF
BEGINNING
HIGHWAY ℄ "LS"
HWY 21+43
6.9
SEC.5
M.
82


STR. 430.63
PUBLIC CROSSING
Nº 430.7-B
R.R. 1096+47.10
R.R. 1098+17.0 E.C.
CHORD N 53°48'53" W 214.64
R=3337.78 Δ=3°41'06" L=214.67
R=1353.24
Δ=2°07'26"
L=50.16
50.16
S31°51'40"E 130.46
482.50
5°02'38"
130.51
N 27°41'20" W
244.76
ABUTMENT
95
96
97
98
99
TANGENT PRODUCED
S55°29'20"E 162.24
EXISTING EASEMENT
334.79
S 28°20'20" E
HWY 27+26.54
POIN
BEG
N 73°03'E 846.9
TO W¼ COR. SEC.5
T29S R1E. W.M.
HWY
S29°09'E
BEARINGS
434


R.R. 1013+01.0 B.C. 1°40'
R.R. 1034+26.0
4°30' HWY CVE
9.4
9.3
9.4
9.5
R=482.50
T=333
S31°51'
L=180.5
← TO SAN FRANCISCO
1034+45.17 F.R.W.
STA. 490.06
PUBLIC CROSSING
Nº C-490.65-B
143.0
OF
NING

NOTE:
EXISTING EASEMENT COVERED BY
AGREEMENT DATED APRIL 20, 1954
DOC. AUD. Nº 36219 (ALSO ASSIGNED
DEED AUD. Nº 20196)
BEARINGS GIVEN THEREIN AS S29°09'E
& S31°40'20"E ARE IDENTICAL TO BEARIN
SHOWN HERE AS

CEIVED
APR 29 1955
OR FILING

F-159 (11)
4428

April 28, 1955

W. E. Bartlett, City Recorder
City Hall
Ashland, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Ashland covering the proposed reconstruction of the present undercrossing in Ashland.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

ECEIVED
MAY 2 1955
FOR FILING

5777

file

Salem, Oregon
April 28, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1630

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Ashland covering the proposed reconstruction of the present undercrossing in Ashland.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Ashland, Oregon.

Secretary

rn
Attach: 1

FORM E-90 25M 9-51 82315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1955

SUBJECT: Assignment #~~5690~~ 5777

To: Mr. W. C. Williams
OFFICE

L

Glaisyer

Attached are three copies of an agreement covering the proposed reconstruction of the present undercrossing in Ashland.

Two copies of the agreement have been signed by the city and are now ready for presentation to the Highway Commission.

This completes Assignment #~~5690~~ 5777.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham
John D. Graham
Office Engineer

JDG:mm
Att.

RECEIVED
APR 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Bids for this project were received 4-14 & referred to Engr.

Secretary

VED
APR 2 1955
FOR FILING

Const
grade Xing
Gen

file

310

April 18, 1955

Mr. Tom Edwards
Division Engineer
Oregon State Highway Department
Roseburg, Oregon

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Sir:

Herewith print of Valuation Map S.P. Co. Ore. 15, Sheet S-8, showing in red tint, Right of Way now claimed by our Company in Block 3 at Ashland.

If description of property shown hatched, which was formerly owned by our Company, is desired, it may be found by referring to recording data shown under Parcel 15, 16 and 17 on Schedule of Property.

Yours truly,

J. A. McKinnon
ALW

NOTED
H. G. SMITH

cc - Mr. R. H. Baldock

Refers to our letter of April 7, 1955.

RECEIVED
APR 22 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 19 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

April 12, 1955

Mr. E. E. Mayo, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Pux 126, R 22984 - Ashland Undercrossing
Southern Pacific Company
Pacific Highway, Jackson County

Dear Mr. Mayo:

Herewith I am returning to you original and first copy of easement agreement and original and first copy of construction agreement relative to the Ashland Undercrossing on the Pacific Highway at Ashland, your file 912521/323.

All copies have been executed by the State Highway Commission and it is anticipated that after execution by Southern Pacific Company one executed copy of each agreement will be returned to this office.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. J. A. McKinnon, Superintendent
Southern Pacific Company
Dunsmuir, California

Mr. Frank McColloch
Attorney at Law
800 Pacific Bldg.
Portland, Oregon

Mr. G. S. Paxson ✓
Mr. P. M. Stephenson

NOTED
C. S. PAXSON

S-2000

Southern Pacific Company

DUNSMUIR, CALIFORNIA

3

IN REPLY PLEASE REFER TO

J. A. McKINNON
SUPERINTENDENT

April 7, 1955

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of March 29, requesting information as to property owned by Railroad Company, in Block 3, City of Ashland.

This information will be furnished as soon as we can secure necessary maps from our San Francisco office.

Yours truly,

J A McKinnon
ALM

NOTED
[illegible]

NOTED
H. G. SMITH

FORM 530—50M—10-54—79483

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1955

SUBJECT: Agreement between State and City of Ashland - Ashland Undercrossing Section of Pacific Hwy in Jackson County.

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

PLEASE RETURN TO
W. C. WILLIAMS

Dear Mr. Williams:

Attached find ten copies of an agreement to be entered into with the City of Ashland, as requested by you.

You will note that only two copies of the agreement have Exhibits attached. Will you please have County and City Relations attach the necessary exhibits to the remainder of the copies of the agreement.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams Jr.
OWEN E. McADAMS, JR.
Assistant Attorney

OEM:MH
Encls.

NOTED
W. C. WILLIAMS

RECEIVED
APR 6 1955
ENGINEER
COUNTY [illegible] RELATIONS

RECEIVED
APR 6 1955
OFFICE OF
STATE HIGHWAY ENGINEER

1955 D

R FILING

Const

Grade Xings

Jan

Salem, Oregon
April 1, 1955

Mr. C. W. Enfield
Chief Counsel

The State Highway Commission plans and proposes to construct the Ashland Undercrossing Section of the Pacific Highway in Jackson County. It is requested that an agreement be prepared for execution between the City of Ashland and the State covering the following points:

THINGS TO BE DONE BY STATE

1. State shall call for bids; let a contract for the grading, surfacing, paving, and structure as shown on the attached plans, marked Exhibit "A" and made a part hereof.

THINGS TO BE DONE BY CITY

1. City consents to the alteration of an unnamed street. Said unnamed street is designated as "C" line on sheet no. 4 of Exhibit "A."

2. City consents to the change in grade of any intersecting streets that may occur as a result of the construction of this project.

Attached are three sets of plans to be used as exhibits. Additional copies of the exhibit will be attached by the County and City Relations Division. Would you please have this agreement prepared as soon as possible and return six copies in addition to any required by the Legal Division.

W. C. Williams
Deputy State Highway Engineer

Att.
JDG:mm

cc: J. W. Cattrall

Const
Grade Xings
Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

Attached is a suggested letter to the Legal Division requesting preparation of an agreement between the City of Ashland and the State covering grade changes on intersecting streets in connection with the Ashland Undercrossing project.

As this project is up for bids at the April letting anything you can do to expedite the preparation of the agreement will be appreciated.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

NOTED
W. C. WILLIAMS

JDG:mm
Att.

March 29, 1955

Mr. J. A. McKinnon, Superintendent
Southern Pacific Company
Dunsmuir, California

Dear Sir:

Will you kindly send to Tom Edwards, Division Engineer, Roseburg, Oregon, a description of the property you own in Block 3 in the city of Ashland. Block 3 is bounded by Oak Street, Water Street, Spring Street, and Main Street, and lies just northerly of the Plaza.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

HGS: me

cc Mr. H. G. Smith
Mr. Tom Edwards

FORM E-30X 37½ 9-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 28, 1955

SUBJECT: N. Bound Lane in Ashland
Pacific Highway

To: H. G. Smith
Construction Engineer

Dear Sir:

The Southern Pacific Company own some property in Block 3 in the City of Ashland which is crossed by the proposed North Bound Couplet in Ashland. This property being tax free in Ashland is not shown by any recorded deed.

Will you please request the Southern Pacific Company to furnish us with a description of their property in Block 3 in the vicinity of Water Street in the City of Ashland.

Block 3 is bound by Oak Street, Water Street, Spring Street and Main Street, and lies just northerly of the Plaza Section.

Very truly yours,

Tom Edwards
Division Engineer

By F D Morgan
F. D. Morgan
Ass't Division Engineer

FDM/ds

RECEIVED
MAR 29 1955

ORM E30—5 M—10-54—79485

W. C. WILLIA

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 25, 1955

SUBJECT: Pux 126-Ashland Undercrossing
Southern Pacific Company
Jackson County

To: Mr. C. W. Williams ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. H. G. Smith (3)
Mr. E. A. Collier (2)
Mr. Tom Edwards (2)
Mr. F. B. Crandall
Mr. H. B. Simpson

Gentlemen:

Herewith I hand you copy of Public Utilities Commissioner Order No. 33688 issued March 24, 1955, in the matter of the application of the State of Oregon, by and through its State Highway Commission, for an order authorizing an additional crossing of the Pacific Highway under the tracks and across the right of way of Southern Pacific Company near the North city limits of the City of Ashland in Jackson County.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Enc.

RECEIVED
MAR 28 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
LEGAL DEPT.

Order #33688

BEFORE THE PUBLIC UTILITIES COMMISSIONER

OF OREGON

F-2453

In the Matter of the Application of the)
State of Oregon, by and through its State)
Highway Commission, for an order permitting)
and authorizing an additional crossing of)
the Pacific Highway under the tracks and)
across the right of way of Southern Pacific)
Company at a point near the North city limits)
of the CITY OF ASHLAND in the Northeast)
quarter of the Northwest quarter of Section 5,)
Township 29 South, Range 1 East, W.M., in)
Jackson County, Oregon.)

ORDER

The above entitled matter was duly heard on Wednesday, February 16, 1955, at 9:00 A.M., in the City Hall, Ashland, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

Jim Daniels, Attorney, Salem, Oregon
G. E. Rohde, Attorney, Salem, Oregon
In behalf of Oregon State Highway Commission

Edwin L. Graham, Attorney, Portland, Oregon
In behalf of Southern Pacific Company

On December 29, 1954, Oregon State Highway Commission duly applied for authority to construct an additional crossing under the tracks and across the right of way of Southern Pacific Company to provide for two added lanes of traffic as part of the Pacific Highway, at a point near the north city limits of the City of Ashland, Jackson County, Oregon.

The Common Council of the City of Ashland unanimously approved the State Highway Commission's project and Southern Pacific Company offered no protest to the granting of the application.

Evidence was adduced on behalf of parties as set forth above, the hearing was completed and the matter submitted for determination. Based upon said evidence and record it is found that:

The present undercrossing, authorized by P.U.C. Oregon Order No. 2255, which carries the Pacific Highway beneath the tracks, will remain in use and will constitute the southbound leg of the highway which will be separated at this point. The present abutment on the southwesterly side will be altered in such a manner as to provide a bearing or support for the easterly end of the additional steel girder span which carries the railroad over the highway.

The proposed structure will be 87 feet 8 inches in length and will cross the highway at an angle of approximately 32 degrees.

A vertical clearance of 17 feet will be provided beneath the structure for highway use and the roadway width will be adequate for two lanes of traffic, being 34 feet 6 inches between face of abutments.

The highway at this point is on an ascending grade to the south and the proposed additional two lanes will be on a descending grade of 4.1% from the south and an ascending grade of 1.2% from the north, the grades to be connected by a 400-foot vertical curve.

The estimated average daily volume of traffic on the highway upon completion of the structure will be 3500 vehicles per day on the southbound lane, with normal annual increases.

The project will include the construction of a detour or sho-fly track and a temporary structure 157 feet in length to carry the rail traffic during the construction period. This structure will be supported by temporary frame bents and piers and will provide adequate clearance for highway travel beneath the structure.

The State Highway Commission will prepare plans and specifications, award contracts for and supervise construction of the said project and will bear all costs necessary to the construction thereof, and reimburse Southern Pacific Company for any work performed and expense incurred by it which may be necessary and proper to the completion of the project.

From the foregoing, it is concluded that an overcrossing structure at this location will provide increased highway facilities, is in the public interest and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for an order permitting and authorizing an additional crossing of the Pacific Highway under the tracks and across the right of way of Southern Pacific Company at a point near the North city limits of the City of Ashland, in the Northeast quarter of the Northwest quarter of Section 5, Township 29 South, Range 1 East, Willamette Meridian, in Jackson County, Oregon, is granted; and it is further

ORDERED that the overcrossing structure shall be constructed in a good and workmanlike manner, in accordance with current engineering practices and in conformity as to location, grade, angle of crossing and general design with plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that the construction of the temporary overcrossing structure carrying the detour track is herein authorized, with such construction to be in conformity as to location, alignment, grade and general details with plans and profiles submitted with the application and by this reference made a part hereof; and it is further

ORDERED that all costs of construction of the highway overcrossing structure, together with the temporary detour overcrossing structure and its removal, be borne by Oregon State Highway Commission; and it is further

ORDERED that Southern Pacific Company be reimbursed for all costs incidental to the construction of the project, including such costs incurred in the revision of signal and communication lines, the removal and replacement of right of way fences, the furnishing of watchman and flagman services which may be necessary to safeguard railroad operations during the construction period, the removal of track and track facilities and their replacement to permit construction of the highway overcrossing structure, the installation and removal of connections to main track from the sho-fly track, and for any and all other proper expenses which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration and Amendments thereof and Supplements thereto; and it is further

ORDERED that upon completion of the highway structure and the opening of the highway to public travel, the temporary structure herein authorized shall be removed; and it is further

ORDERED that upon completion of the project Southern Pacific Company shall maintain the overcrossing structure, together with its roadbed, track and rail facilities and appurtenances, and Oregon State Highway Commission shall maintain its highway and appurtenances beneath the structure.

Made and entered this 24th day of March, 1955

CHAS. H. HELTZEL

Public Utilities Commissioner

(OFFICIAL SEAL)

CEIVED
MAR 22 1955
FOR FILING

Court
Grade Xing
Jan

Salem, Oregon
March 18, 1955

Ashland Overcrossing

Mr. Virgil O'Neil
Assistant Office Engineer
BUILDING

It is requested that you add $3,000 to the authorization for the subject job for seeding for erosion control, planting to eliminate headlight glare, and for a water system in the median islands. It is anticipated that the work will be accomplished by State Forces under the supervision of the Landscape Engineer.

W. C. Williams
Deputy State Highway Engineer

cc Mr. E. C. Smith
Mr. M. E. Astrup

RECEIVED
MAR 17 1955
FOR FILING
FORM E-30X—80,000—10-54—79484

Const
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Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1955

SUBJECT: Pux 126 R 22984
Ashland Undercrossing Project
Southern Pacific Company

To: Mr. P. M. Stephenson
Bridge Engineer
OFFICE

Dear Mr. Stephenson:

At the request of Mr. Paxson, multilithed copies have been made of the construction agreement between the Highway Commission and Southern Pacific Company relative to the Ashland Undercrossing project, six copies of which are attached.

The agreement has not yet been executed by either the Highway Commission or Southern Pacific Company, but it was Mr. Paxson's thought that it would facilitate clearing the project with the Bureau if you had copies of the agreement now, and that the copies could be completed later by conforming the signatures and dates and the supplying of the exhibits, which will be sent to us by the Railroad Company at the time they return one completely executed copy for our files.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

NOT
G. S. P

mb

cc: Mr. G. S. Paxson ✓

VED
MAR 9 1955
FOR FILING

30X—50,000—10-54—79464

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Grade Xings
Gen

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1955

SUBJECT: Pux 126 - Ashland Undercrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you original and first copy of easement agreement and original and first copy of construction agreement covering the improvement of the Ashland Undercrossing on the Pacific Highway in Jackson County.

After execution by the Highway Commission please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson

RECEIVED
MAR 1 1955
FOR FILING

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 2, 1955

SUBJECT: Pux 126-Ashland Undercrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: MEMORANDUM TO FILE PUX 126:

Hearing on this matter was held on Wednesday, February 16, 1955, at 9:00 a.m. in the City Hall at Ashland, Oregon.

Mr. Roberts, Resident Engineer, P. M. Stephenson, Bridge Engineer, James B. Daniels and George Rohde represented the Highway Commission.

Mr. E. L. Graham represented Southern Pacific Company.

It was determined that through an error in an agreement submitted by the Railroad Company they had asked the State to maintain the piers and abutments. It was requested that this agreement be returned to the Railroad Company for redrafting. This fact was read into the hearing by means of the opening statement and was agreed to by Mr. Graham.

It is anticipated that an order will be issued accordingly.

JAMES B. DANIELS
Assistant Attorney

JBD:mb

cc: Mr. W. C. Williams
Mr. G. S. Paxson ✓
Mr. P. M. Stephenson
Mr. C. W. Enfield
Mr. Tom Edwards

NOTED
G. S. PAXSON

RECEIVED
MAR 1 1955
FOR FILING

FORM E-30X—50,000—10-54—79484

[illegible]

Grade Xings

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1955

SUBJECT:

W. C. WILLIAMS

To: Mr. S. H. Probert
Office Engineer

Referring to the North Ashland undercrossing project, I have made a re-check with the field as to disposal area for the waste material and recommend that the site as shown for a waste area on the plans be used and, in addition, the contractor be given the privilege of locating his own spoil banks if he sees fit.

Referring to the matter of surfacing material, it is recommended that Bear Creek gravel from the source indicated in the specifications be used or an equal source, should the contractor so elect, and that the rock be scalped on a 3/4" screen and crushed to 1½" minus.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:jv
W. C. Williams
cc: Tom Edwards

RECEIVED
MAR 4 1955
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY

CHAS. H. REYNOLDS, MEMBER
LA GRANDE

M. K. McIVER, MEMBER
PORTLAND

H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER

W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.

C. W. ENFIELD
CHIEF COUNSEL

Const
Grade Xing
Gen

February 23, 1955

Mr. E. E. Mayo, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Pux 126 - Ashland Undercrossing

Dear Mr. Mayo:

Receipt is acknowledged of a copy of your letter of the 15th addressed to the attention of Mr. G. S. Paxson, Assistant State Highway Engineer, with reference to easement and construction agreements covering the proposed construction of the Ashland Undercrossing extension project.

In accordance with your communication, I am returning to you the original and duplicate copy of the construction agreement for revision of paragraph 6 relative to maintenance of the additional portion of the structure. It is suggested that the clause be revised to be identical with the agreement relative to the maintenance of the existing structure.

The easement agreement is being held, and if the revised construction agreement can be returned in time both instruments will be presented to the Highway Commission at the next meeting to be held on March 2 and 3.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 2

cc: Mr. G. S. Paxson ✓

NOTED
G. S. PAXSON

Southern Pacific Company

5 MARKET STREET, SAN FRANCISCO 5, CALIFORNIA

IN REPLY PLEASE REFER TO

E. E. MAYO
CHIEF ENGINEER
W. M. JAEKLE
ASSISTANT CHIEF ENGINEER
R. W. PUTNAM
ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. M. WILLIAMSON
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES
W. J. JONES
ASSISTANT ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 15, 1955

912521/323

Mr. R. H. Baldock (2)
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: G. S. Paxson
Asst. State Highway Engineer

Dear Sir:

Please refer to your letter of February 10th to the attention of Mr. Nissen, with reference to easement and agreement covering proposed construction of the Ashland Undercrossing.

We have noted your remarks regarding the maintenance of the proposed Undercrossing. It was our intention to have the agreement drafted to read that our Company would maintain the proposed structure including abutments supporting the structure. In an effort to get the proposed agreement in your hands at an early date, this feature in regard to maintenance escaped our attention.

If you will return the drafts of the proposed agreement to this office, we will have same rewritten in accordance with your suggestions which are in line with other similar projects in the State of Oregon. As soon as this revision has been made, the drafts will be returned to you for your further attention and if satisfactory for execution by the State.

Yours very truly,

E. E. Mayo

2-17-55
Copy to Jim Daniels
who is to return agreements
to S.P.

RECEIVED
FEB 17 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

EIVED
FEB 14 1955
FOR FILING

Cont
Girder Xing
Gen

Salem, Oregon
February 11, 1955

Mr. J. W. DeSouza

Herewith duplicate counterparts of an easement and a construction agreement covering the Ashland Undercrossing extension just north of Ashland. I have not checked the description of the easement, but the area shown on the attached maps is adequate.

In the construction agreement I do not feel we can go along with them on Section 6 having to do with maintenance. I am attaching a copy of a letter which I wrote to Mr. Nisson of the Southern Pacific Company concerning this section. I would appreciate having you go over the easement agreement and the construction agreement in so far as the other features are concerned.

G. S. Paxson

GSP:gm
Encls.

NOTED
G. S. PAXSON

RECEIVED
FEB 14 1955
FOR FILING

February 10, 1955

Southern Pacific Company
65 Market Street
San Francisco 5, California

Attention: Mr. Ray Nisson

Gentlemen:

Under date of February 8, Mr. McKinnon sent me duplicate counterparts of the easement and of the agreement covering construction and maintenance of the Ashland Undercrossing. In view of the fact that the hearing on this project is scheduled for Wednesday, February 16, I am sending this letter to the San Francisco office, with a copy to Mr. McKinnon.

Section 6 on page 4 of the construction agreement reads as follows: "6. Upon completion of the construction of said structure, State, at its expense, shall maintain the part of said structure below the bridge seats, including abutments, wingwalls and pavement, drainage, light and all highway facilities. Railroad, at its expense, shall maintain that part of said structure above the bridge seats, including the underpass deck, tracks and all railroad facilities."

Under this wording the Railroad Company would not maintain the abutments or wing walls of the structure. This is not in accordance with past practice, under which practice the Railroad has maintained the entire structure which supported its tracks and embankment and the State has maintained the roadbed, drainage facilities and all other appurtenances of the highway. The reverse is true on projects where the highway crosses over the railroad, in which case the State maintains all piers or abutments which support the structure carrying the highway traffic. It would seem that the past practice is a reasonable and logical way of handling the matter.

In our petition to the Public Utilities Commissioner for this project, we suggested that the maintenance of the new structure be handled in the same way as the maintenance of the existing structure is handled. In this connection, I would refer you to the agreement covering the existing structure, which agreement is dated April 20, 1934 and in Section 7, page 5, says, " * * railroad shall bear the cost of maintenance of the structure, which includes the girders, deck, and track structure, and the abutments thereto."

NOTED
G. S. PAXSON

I would also call your attention to the agreement dated November 8, 1935, covering the construction and maintenance of the Wall Creek undercrossing of your tracks south of Ashland. This agreement, in Section 12, page 4, provides that, "* * railroad shall bear the cost of maintenance of the structure, which includes the girders, deck and track structure, and the abutments thereto."

We have recently completed a project in the Portland Division known as the St. Joseph Undercrossing. This project, to all intents and purposes, is identical with the Ashland project in that we removed and rebuilt one abutment and extended the structure to accommodate a four-lane highway. This project is covered by an agreement dated October 21, 1952, which, in Section 8 on page 5, provides that "* * railroad shall maintain said structure including abutments, wing walls, deck, tracks and all railroad facilities."

I might also cite two other projects in which the highway passed under the railroad, both of which are in the Portland Division. The first project is the Oregon City Undercrossing which is covered by an agreement dated May 22, 1936, and the second project is the North Salem Undercrossing covered by agreement dated February 19, 1936. Under both of these agreements the Railroad maintains the entire structure, including the abutments. On the North Salem project the State did agree to "* * perform such maintenance on the entire structure for the upkeep of appearances as required in accordance with highway standards."

It would be appreciated if you would review this matter prior to the hearing before the Public Utilities Commissioner, so that we may be in complete accord at that time.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc J. A. McKinnon, Superintendent
Southern Pacific Company
Dunsmuir, California

J. W. DeSouza
Jim Daniels

RECEIVED
FEB 8 1955
FOR FILING

Const
Grade Xings
Gen.

Salem, Oregon
February 7, 1955

Ashland Undercrossing

Mr. James Daniels

The State is widening the Pacific Highway (US99) between Medford and Ashland. At the north city limits of Ashland the existing highway passes underneath the Southern Pacific Company's tracks through a structure accommodating two lanes of traffic. The project on which a hearing is to be held adds a second span to the north end of the present structure to accommodate the additional two lanes of traffic.

Since the present traffic is now handled by an existing overcrossing, the project does not eliminate any crossing of the railroad at grade and, under the terms of General Administrative Memorandum No. 325, is not considered of any benefit to the Railroad Company. The State can stipulate that the project is to be built without cost to the Railroad Company.

Because of construction difficulties the railroad tracks will be carried on a shoofly around the site of the new structure. The State will do the grading and will build the trestle which crosses over the existing highway in this shoofly line, and the Railroad Company with its own forces will lay ballast, furnish and place ties, make connections to the existing track at each end when the project is complete, and will remove and salvage the ties and rails on the shoofly track. The Railroad Company will also remove the ties and rails from the section of the existing track at the site of the structure and will replace ties and rails on the new structure when it is completed. Railroad Company will provide such watchmen, flagmen and inspectors as is necessary to safeguard its operations.

The Railroad Company will be reimbursed for all costs incurred by it in connection with the project in accordance with General Administrative Memorandum No. 299.

C. S. Paxson

NOTED
C. S. PAXSON

CSP:gm
cc F. M. Stephenson

RECEIVED
[illegible] 5 - 1955
FOR FILING

Const
Grade x ing
gen

FORM 5-123 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 29, 1954

Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Pux 126-Ashland Undercrossing

W. C. WILLIAMS

Attention: Mr. David Don

Dear Sir:

Herewith I hand you original and four copies of application by the State of Oregon, by and through its State Highway Commission, for an order permitting and authorizing an additional crossing of the Pacific Highway under the tracks and across the right of way of Southern Pacific Company at a point near the North city limits of Ashland in Jackson County, Oregon.

It is requested that one copy be served upon Mr. E. E. Mayo, Chief Engineer, Southern Pacific Company, 65 Market Street, San Francisco, California; one copy upon Mr. J. A. McKinnon, Superintendent, Southern Pacific Company, Dunsmuir, California; and one copy upon Jackson County and one copy upon the City of Ashland.

Very truly yours,

C. W. ENFIELD

By
J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 5

cc: Mr. W. C. Williams ✓
Mr. G. S. Paxson
Mr. Tom Edwards

RECEIVED
DEC 29 1954

RECEIVED
FOR FILING

Pux 126

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the application of the State of Oregon, by and through its State Highway Commission, for an order permitting and authorising an additional crossing of the Pacific Highway under the tracks and across the right of way of Southern Pacific Company at a point near the North city limits of the CITY OF ASHLAND in the Northeast quarter of the Northwest quarter of Section 5, Township 29 South, Range 1 East, W. M., in Jackson County, Oregon.	PETITION F____

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of Chapter 1, Title 100, O. C. L. A., now [illegible] Title 31.

III

That heretofore, under date of May 15, 1934, the Public Utilities Commissioner of Oregon by Order No. 2855, Docket F-1694, authorized the construction of an undercrossing under the tracks and across the right of way of Southern Pacific Company at said location, which undercrossing was thereafter constructed and has been and now is in public use. The petitioner proposes the construction of two additional highway traffic lanes extending northerly from Ashland, and that in connection therewith it is and will be necessary and desirable to construct an additional structure span so as to provide two traffic lanes for south-bound highway traffic, as more fully set forth in State Highway Department drawings

NOTED
C. S. PAXSON

Nos. 1407, 1184, 11772, 11814 and 11815, prints of which are attached hereto and by this reference made a part hereof.

IV

That the construction of the said structure is necessary and proper for the service, convenience and safety of public highway travel and also for travel and traffic upon the railroad, in that said public highway is a primary state highway of major importance carrying a large volume of traffic, and the proposed two additional highway traffic lanes for south-bound travel should conform with and supplement the existing traffic separation structure.

V

That it is estimated that the average daily volume of traffic on the highway on the south-bound lanes will be [illegible] vehicles per day, based upon 1964 tabulations with anticipated normal average annual increases, and that the average daily volume of train movements across the proposed structure will be approximately 10 movements per day.

VI

That the highway grade on the proposed additional two lanes will be a descending grade of 4.146 percent from the southeast, and an ascending grade of 1.20 percent from the northwest, which grades will be connected by a 400 foot vertical curve.

VII

That the petitioner proposes that the construction and maintenance of the proposed crossing shall be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the said project and supervise the construction thereof, including the grading of a temporary railroad roadbed and the construction and removal of a temporary trestle up to the bottom of railroad ties.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal Highway funds, including reimbursement to Railroad Company, for the necessary expenses incurred in connection therewith which are reimbursable under and not prohibited by the terms of General Administrative Memorandum No. 299 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said highway with its approaches and appurtenances after the completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Make such revisions in existing railroad signal lines and communication systems as may be required to accommodate them during the construction of the project and reinstall the same in permanent locations after completion of the project.

(b) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) 1. Construct a temporary detour track for railroad use during the construction of the proposed structure, as shown on Drawing No. 11772 hereinabove referred to, the grading and structure for which shall be provided by State, as hereinbefore set out.

2. Remove the said temporary detour track and salvage the rails, ties, and rail fittings after reconnection of the mainline track.

3. Remove sufficient of the existing mainline track to permit the construction of the proposed grade separation structure and replace and restore the said track after construction.

RECEIVED
APR 18 1955
FOR FILING

F-157 (11)
4428

P

April 15, 1955

Miller & Strong, Inc.
P. O. Box 366
Eugene, Oregon

Gentlemen:

The State Highway Commission on April 14, 1955 accepted your bid in the amount of $252,950 for construction of a steel girder span to extend the existing Pacific Highway Undercrossing of the Southern Pacific Railroad at Ashland in Jackson County, which was the low bid received for that job. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

ECEIVED
MAY 11 1955
FOR FILING

F-157(11)

41 = 5

Salem, Oregon
April 7, 1955

Pux 126 - Ashland Undercrossing
Southern Pacific Company
Pacific Highway, Jackson County

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached hereto for further handling are the original and first copy of an easement agreement and the original and first copy of a construction agreement with the Southern Pacific Company covering the improvement of the Ashland Undercrossing on the Pacific Highway in Jackson County. These copies have been executed by the State Highway Commission and are now ready for the signatures of the proper Officials of the Railroad Company.

When fully executed please return one copy of each agreement to this office for the Commission's files.

Secretary

rn
Ettach: 2 agreements, 2 copies each

Miss McCaffrey
watch for return your copies

NOTED
H. B. GLAISYER

Returned May 10, 1955 and filed in
Agreement File.

JMC

FORM E-30 25M 9-51 82319

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

2295

Salem, Oregon
March 7, 1955

SUBJECT: Pux 126 - Ashland Undercrossing
Southern Pacific Company
Pacific Highway, Jackson County

To: Mr. H. B. Glaisyer
Secretary, Highway Commission
OFFICE

Dear Mr. Glaisyer:

Herewith I hand you original and first copy of easement agreement and original and first copy of construction agreement covering the improvement of the Ashland Undercrossing on the Pacific Highway in Jackson County.

After execution by the Highway Commission please return all copies direct to me for further handling.

Very truly yours,

J. W. DeSouza

J. W. DeSOUZA
Assistant Counsel

JWD:mb
Encs. 4

cc: Mr. W. C. Williams
Mr. G. S. Paxson
Mr. P. M. Stephenson

Bids are to be received at the April letting
H B Glaisyer
Secretary

REFERRED TO
Mr. Williams
BY SECRETARY

If this is OK will you please sign all copies and return to me for further handling
HBG

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Mar. 11 1955

3-1055 South River Road Jct. 1955
(Milwaukie Sec. of the Pacific
#4429 Hwy.

B

R[redacted]

FOR FILING

3-[illegible]

[redacted]

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 14, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4429	2-Final	Central Paving Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20744	B-134138	$ 786.03	10/14/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: None

Completion Date: Aug. 5, 1955

Date Accepted: Aug. 11, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-17-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 17 1955

Ruth Rawlings

NOTED ON CARD

[illegible] 1955

FOR FILING

October 6, 1955

CERTIFIED MAIL

Indemnity Insurance Company of N. A.
Seattle Service Office
821 Second Avenue
Seattle 4, Washington

Attention: H. R. Buck, Superintendent

Dear Sir:

State Highway Contract No. 4429 for work performed on the South River Road Junction (Milwaukie) Section of the Pacific Highway East in Clackamas County was completed by the contractor, Central Paving Co., on August 5 and was formally accepted by the Highway Commission on August 11, 1955.

Final payment in the amount of $786.03 will be released to the contractor on or after October 17, 1955. The total contract amount is $9,745.80 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. John Pfaff
148 "C" St.
Independence, Oregon

NOTED ON CARD

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 6, 1955

Section South River Rd. Junction (Milwaukie)

Kind of work Grading and Paving

Highway Pacific East

Section prefix 3-1055

Contractor Central Paving Co.

Contract number 4429

Date of contract May 25, 1955

Date of completion August 31, 1955

Date work started July 11, 1955

Estimated date of completion August 15, 1955

Project authorization $11,837.25

Exclusive of Engineering $10,995.49

Per cent of time elapsed 74.4 %

Estimated cost of completed project, exclusive of engineering $10,950.00

Per cent of contract completed, based on total contract price . . . . 96 %

Engineering authorization $841.76

Engineering cost to date $1,180.00, 140 %

Date project was completed August 5, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Contractor put down the asphaltic traffic markers on Thursday afternoon and Friday morning. The contract work on this project is considered complete. There remains the seal coat application to be made by State forces later this summer.

NOTED
W. T. WRIGHT
NOTED
FORREST COOPER

Signed W J [illegible] Res. Engineer

Address P. O. Box 4699, Portland 2

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing [illegible]

FOR FILING

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
in project					
partially completed					
completed					
l estimated quantities	560	580		800	
mated quantities moved or placed to date	360	590		825	
rage daily quantities					
ge daily quantities necessary to complete project on time					
nber shifts per day					1
urs per shift					
erage force on project for week					6

centages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
en							5
en and teams							
en and trucks under 3 tons							1
and trucks over 3 tons							
en and tractors							

quipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
unday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

GRADING | SURFACING | MAINTENANCE MATERIALS | OIL AND BITUMINOUS MACADAM

OR FILING

1955
4429

June 29, 1955

Central Paving Co.
Foot of "C" Street
Independence, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4429, covering the South River Road Junction (Milwaukie) Section of the Pacific Highway East in Clackamas County.

Contract No. 4464, for stone base and oiling on the Chitwood Creek-Siletz Section of the Siletz Highway in Lincoln County.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

#4429
(Milwaukie Sec. of the Pacific
Hwy.

4457

May 27, 1955

Central Paving Co.
Foot of "C" Street
Independence, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955, awarded to you State Highway Contract No. 4429 for grading and paving the South River Road Junction (Milwaukie) Section of the Pacific Highway East in Clackamas County.

This award was based on your bid of $ 9,982 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: R. G. Smith
S. H. Probert
R. G. Savage, SIAC

OR FILING

1955
4429

5765
5781

Salem, Oregon
April 27, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1627

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with Clackamas County covering the proposed widening, resurfacing etc. project on US99E south of Milwaukie.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Clackamas County Court.

Secretary

rn
Attach: 1

#4429 (Milwaukie Sec. of the Pacific
Hwy.

FOR FILING

3-1955
4429

April 27, 1955

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing herewith for the records and files of Clackamas County one fully executed copy of an agreement between the State Highway Commission and Clackamas County covering the proposed widening, resurfacing, etc. project on US99E south of Milwaukie.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

4-4215 North Fork Quartz Bridge 1955

#4430

1

[redacted] [redacted]

4430

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 7, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4430	6-Final	Tri State Painting Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
16513	R-157636	$ 2,258.00	8/7/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: to June 30, 1956

Completion Date: June 17, 1956

Date Accepted: July 12, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 8-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

AUG 9 1956

NOTED ON CARD

JUL 26 1956

FOR FILING

4-4425

4410

July 25, 1956

CERTIFIED MAIL

Continental Casualty Company
310 S. Michigan Ave.
Chicago 4, Illinois

Gentlemen:

State Highway Contract No. 4410 for work performed on the N. Fork Quartz Creek & Necarney Creek Section of the Sunset and Oregon Coast Highways in Clatsop and Tillamook Counties was completed by the contractor, Tri State Painting Company, on June 17, 1956 and was formally accepted by the Highway Commission on July 12, 1956.

Final payment in the amount of $2,258.00 will be released to the contractor on or after August 3, 1956. The total contract amount is $22,800.00, and no force account work was performed on theproject.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

FH

cc - Continental Casualty Company
C. A. Tomassene & Sons
1002 Cascade Bldg.,
Portland 4, Oregon

NOTED ON CARD

7-25-56

FOR FILING

4 1955

4130

COMMISSION
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 5, 1956

Tri State Painting Company
4506 S. E. 39th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 14, 1955 had under discussion your request for an extension of time from October 31, 1955 to June 30, 1956 within which to complete your contract No. 4130, for painting North Fork Quartz Creek and Necarney Creek Bridges on the Sunset and Oregon Coast Highways in Clatsop and Tillamook Counties.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

George Danforth,
Resident Engineer

[illegible] M. Stephenson,
Bridge Engineer

DEC 13 1955

FOR FILING

December 12, 1955

Request for extension of time
No. 27
December 19 and 20 meeting.

Oregon State Highway Commission

Gentlemen:

Re: North Fork Quartz Creek &
Necarney Creek Bridge Painting
Contract No. 4430

The Tri State Painting Company, contractor on the painting of the structural steel on the North Fork Quartz Creek and Necarney Creek Bridges on the Sunset and Oregon Coast Highways, has requested an extension of time from October 31, 1955, to June 30, 1956, in which to complete the contract.

So much unfavorable weather occurred during the time specified in the contract that the contractor was unable to complete all of the structural steel painting. He was ordered to suspend operations until the arrival of suitable weather during the spring of 1956.

It is recommended that this extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMS/dp

Attached

JUN 24 1955
FOR FILING

June 24, 1955

Tri State Painting Company
4506 S. E. 39th Avenue
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4430, which was awarded to you on May 25 by the State Highway Commission, for painting on the North Fork Quartz Creek Bridge and the Necarney Creek Bridge on the Sunset and Oregon Coast Highways in Clatsop and Tillamook Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FOR FILING

4450

May 27, 1955

Tri-State Painting Co.
4506 S. E. 39th Ave.
Portland 2, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4450 for cleaning and painting all structural steel of North Fork Quartz Creek Bridge on the Sunset Highway in Clatsop County and of Necarney Creek Bridge on the Oregon Coast Highway in Tillamook County.

This award was based on your bid of $22,800 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 4, 1956

[illegible]

4431

Mr. Donald W. Thompson
[illegible] Newark St.
North Bend, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 13, 1955 had under discussion your request for an extension of time from September 30 to November 4, 1955 within which to complete your contract No. 4431, covering construction of a maintenance building at Reedsport, Douglas County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

[illegible]sh,
Resident Engineer

[illegible] Stephenson,
Bridge Engineer

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 8, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4431	5-Final	Donald W. Thompson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24628	R-138051	$ 991.80	12/8/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Sept. 30, 1955**

Time Extensions: **to Nov. 4, 1955 without penalty**

Completion Date: **Nov. 4, 1955**

Date Accepted: **Dec. 19, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-23-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

HBGlaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 23

Ruth Rawlings

gl

RECEIVED
DEC 5 - 1955
FOR FILING

6

December 2, 1955

Oregon State Highway Commission

Request for extension of time
No. 18
December 19 and 20 meeting.

Gentlemen:

Re: Reedsport Maintenance Building
Contract No. 4431

Donald W. Thompson, contractor on the construction of the Reedsport Maintenance Building, has requested an extension of time from September 30, 1955, to November 4, 1955, the date of completion of the job.

This contract was delayed by the necessity of changing the method of connecting to the Reedsport sewer system. It was also delayed by the necessity of placing additional waterproofing on the exterior walls.

As this building was in use by the specified completion date, it is recommended that the extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMB/dp
Attached

RECEIVED
NOV 29 1955
FOR FILING

2417
41-1

B

November 29, 1955

CERTIFIED MAIL

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4431 for constructing Maintenance Building at Reedsport in Douglas County was completed by the contractor, Donald W. Thompson, on November 4, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $991.80 will be released to the contractor after acceptance by the Commission. The total contract amount is $12,642.87 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Mr. Eugene F. Nichols
1st National Bank Bldg.
Corvallis, Oregon

NOTED ON CARD
gl

RECEIVED
JUL 19 1955
FOR FILING

[illegible]
4431

July 18, 1955

Donald W. Thompson, Contractor
391 Newmark Street
North Bend, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4431 awarded to you by the State Highway Commission, covering construction of the Reedsport Maintenance Building in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUL 19 1955
FOR FILING

B

RECEIVED
MAY 27 1955
FOR FILING

[illegible]

4431

May 27, 1955

Mr. Donald W. Thompson
391 Newmark
North Bend, Oregon

Dear Sir:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4431 for construction of a maintenance building at Reedsport in Douglas County.

This award was based on your bid of $11,676 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 18 1955
FOR FILING

[illegible]

[illegible]

Salem, Oregon
May 17, 1955

Reedsport

Mr. I. A. De France

Returning from Coos Bay on Friday of last week, we stopped in Reedsport and talked with Howard Hinsdale relative to a plan previously described to you, wherein we would ask the City to vacate Hawthorne Avenue between the highway and 11th Street and 11th Street between Hawthorne Avenue and the highway and combine both streets - Hawthorne and 11th - in one junction at right angles to the highway. Mr. Hinsdale stated that the City agreed to this plan when we were dealing with him for an exchange of property.

Mr. Hinsdale agreed to renew the subject and request with the City Council in our behalf. At that time he will also suggest that he believes it advantageous to both the City and the State to vacate Greenwood Avenue between 12th Street and 11th Street. If vacated, half of this street would go to the State and half to the School Board. Under that condition, we could place our southerly property fence along the center line of Greenwood Avenue, which would improve the appearance of our lot.

The above plan would eliminate the necessity of landscaping and maintaining the small triangle adjacent to the highway north of Hawthorne.

W. W. Stiffler

WWS:er

cc Mr. Tom Edwards

FORM 230—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1955

SUBJECT: Reedsport Maintenance Station

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
OFFICE

Dear Sir:

Enclosed herewith is copy of letter dated April 29, 1955, signed by I. G. Johnson, City Recorder for the City of Reedsport, advising us that the City Council has approved the plans for our improvement of the maintenance station at Reedsport.

Also enclosed is copy of Tom Edward's letter of April 6, 1955, which is mentioned in Mr. Johnson's letter.

Very truly yours,

I. A. DeFranco
Assistant Maintenance Engineer

AL:reb
Encl.

RECEIVED [illegible]

NOTED
W. W. STIFFLER

PURVIS
ATTORNEY

H. M. ABE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

AR ULLEFSON
WATER SUPT

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT
REEDSPORT, OREGON

April 29, 1955

Oregon State Highway Commission
Roseburg, Oregon
Attn: Tom Edwards

Gdntlemen:

At the last council meeting held on April 11, 1955, the City Council approved your plans for improvement of block 57 as outlined in your letter dated April 6, 1955 to the Reedsport Planning Commission.

Very truly yours,

City Recorder

Roseburg Division
Received
AP 2 1955

Noted	DE	ADE	ADE	DDE

Assign ____________ For ____________
E Att

NOTED
I. A. DeFRANCE

E 128 50M REVISED 2 52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

Roseburg, Oregon
April 6, 1955

Reedsport Planning Commission
c/o O. N. Hinsdale
Reedsport, Oregon

Gentlemen:

I submit to you a plan for improvement of the present maintenance station grounds in the City of Reedsport to a standard compatable with the surroundings and to a degree which our other maintenance stations are being developed. You will recall that previously we attempted to secure an alternate site within the working limits of the Reedsport area and that we were unsuccessful in doing so.

The plan proposed herein calls for the construction of a standard masonry block building with metal uplift doors which will be on the side easterly or away from the existing Oregon Coast Highway. The lot will be fenced and will be encircled with a screening hedge around its entire perimeter. The storage of materials, oil, supplies, bridge timbers, culverts, etc., will cease at this location. The headquarters will be maintained strictly as a base of operations for the Section Maintenance Crew which will continue to headquarter at Reedsport. The triangular piece of property which is bounded by 11th Street, Hawthorne Avenue and US#101 will also be landscaped in order that it may be a credit to the community.

Should be in [illegible]
[illegible]

We would appreciate a favorable consideration of the City Planning Commission and the City Council of the City of Reedsport of the above outlined plan of operation.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

TE:gb
cc: E. A. Collier
George Sothman

NOTED
I. A. DeFRANCE

NOTED
L. R. Chandler

RECEIVED
APR 27 1955
FOR FILING

FORM 830—30M—10-54—73488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1955

SUBJECT: Reedsport Headquarters

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
OFFICE

Dear Sir:

Mr. Edwards advised me this morning that the City Council at Reedsport has agreed to remove their objection to the construction of a maintenance building on our maintenance station site at Reedsport. They are preparing and forwarding a letter which we should receive in the next day or two.

I attach hereto a copy of a map prepared by Mr. Edwards showing the new location of the building as proposed to the City Council. We suggest that the Bridge Department be authorized to revise their lay out sheet to show this revised location of the building, and proceed to advertise the building as previously designed, and call for bids at the next letting.

approved 4-26-55
W W Stiffler

Very truly yours,

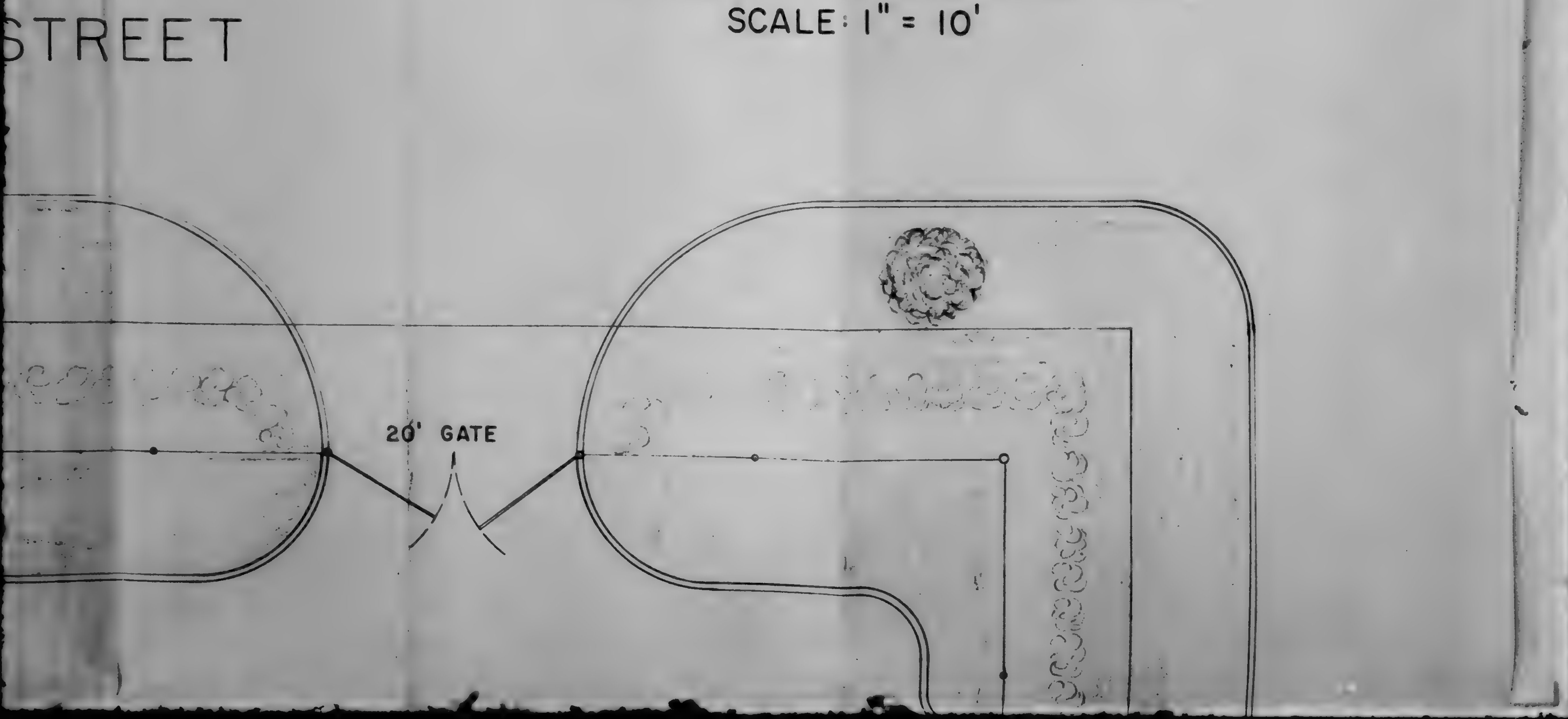
I A DeFrance
I. A. DeFrance
Assistant Maintenance Engineer

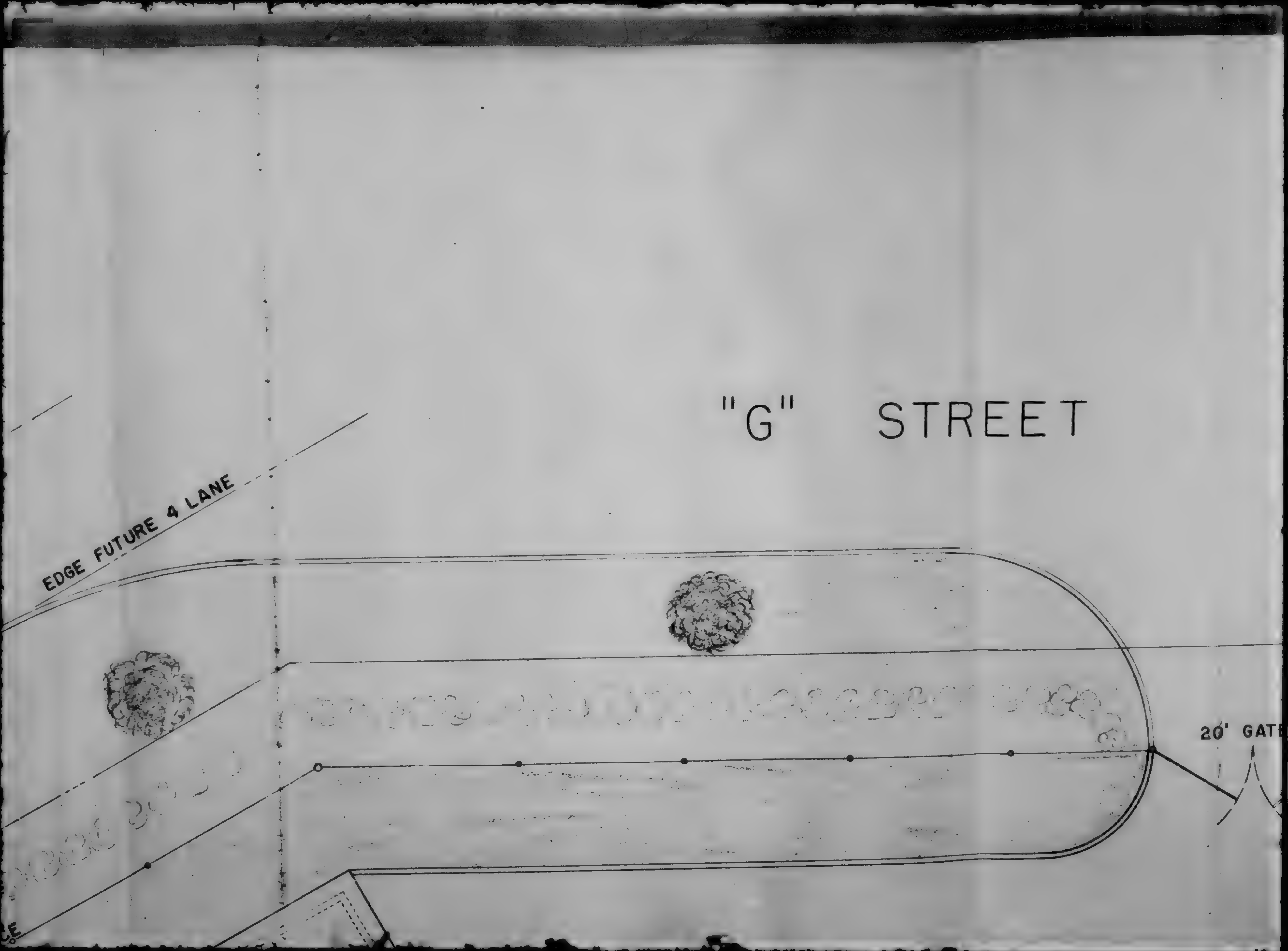
IAD:reb
Encl.
c.c. - P. M. Stephenson

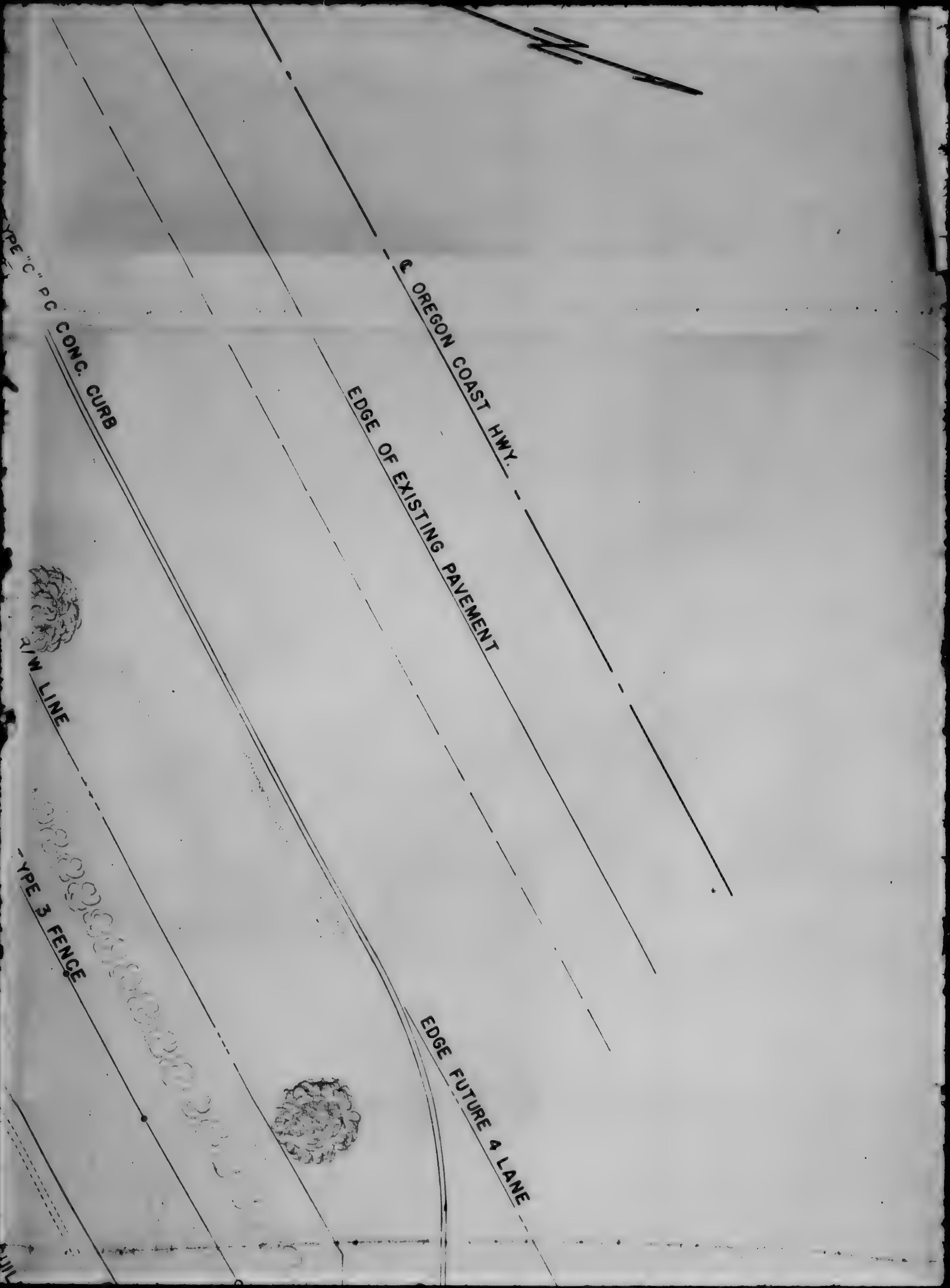
NOTED
W. W. STIFFLER

PROPOSED IMPROVEMENTS
REEDSPORT MAINTENANCE SITE

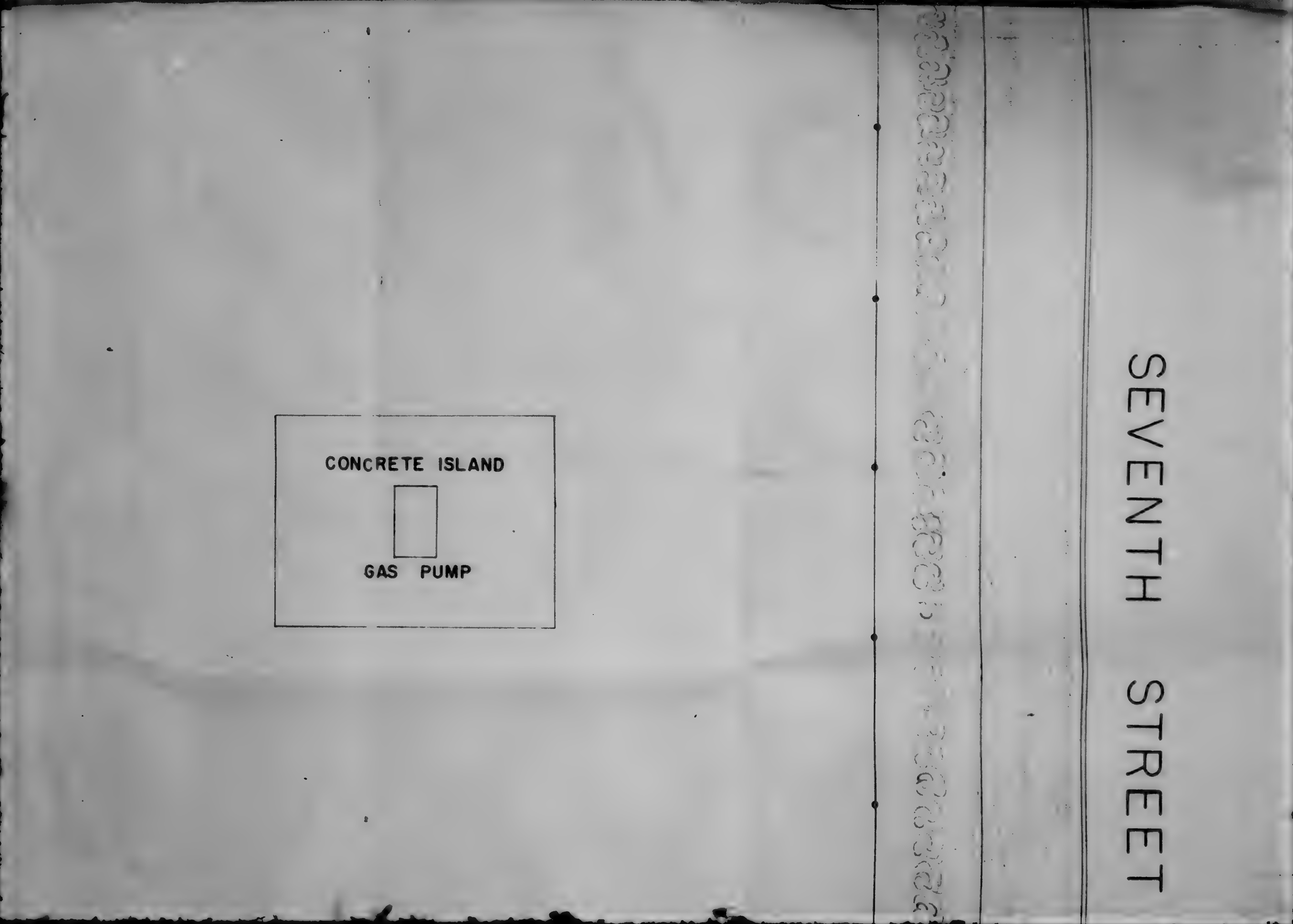
SCALE: 1" = 10'

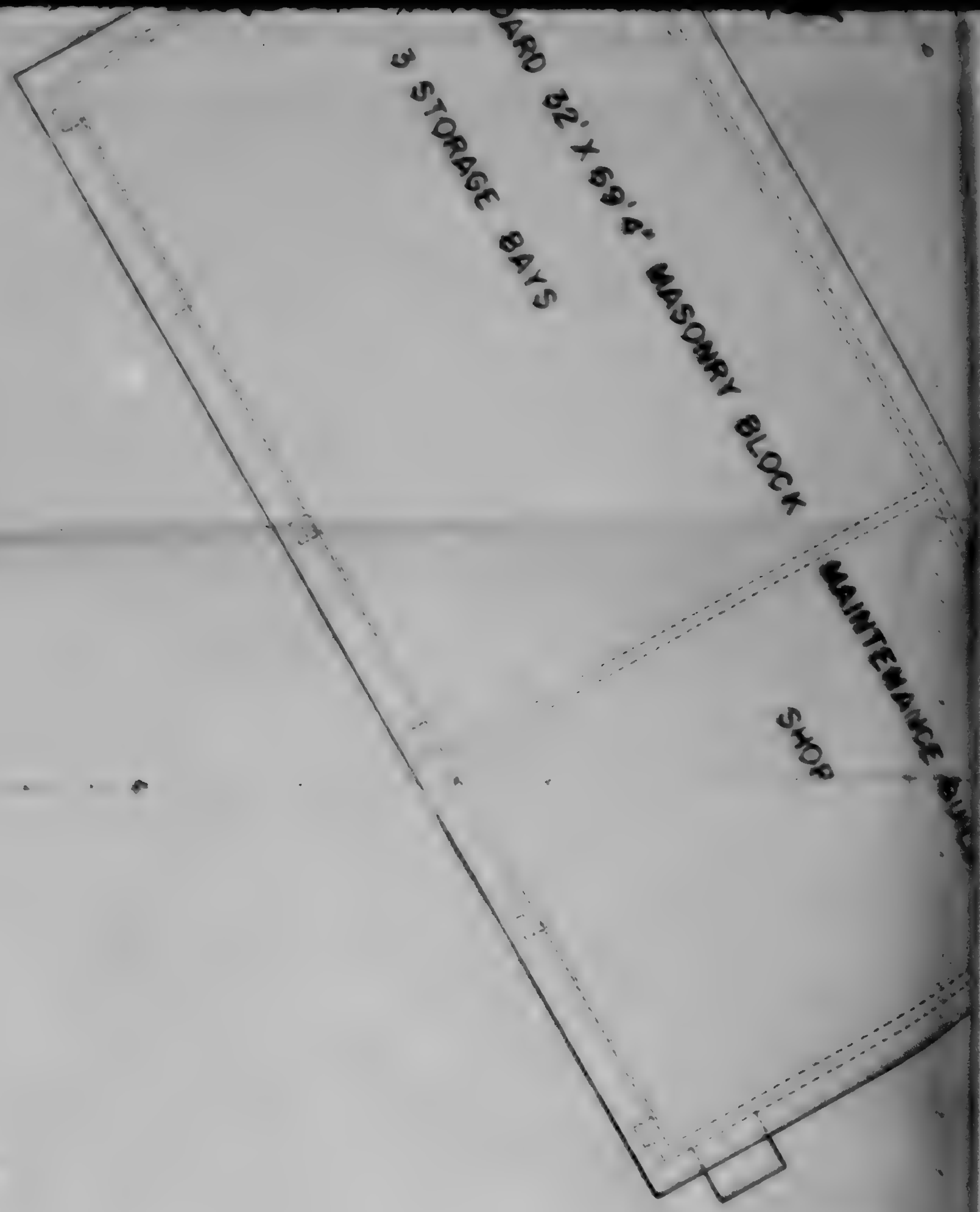

STREET
20' GATE

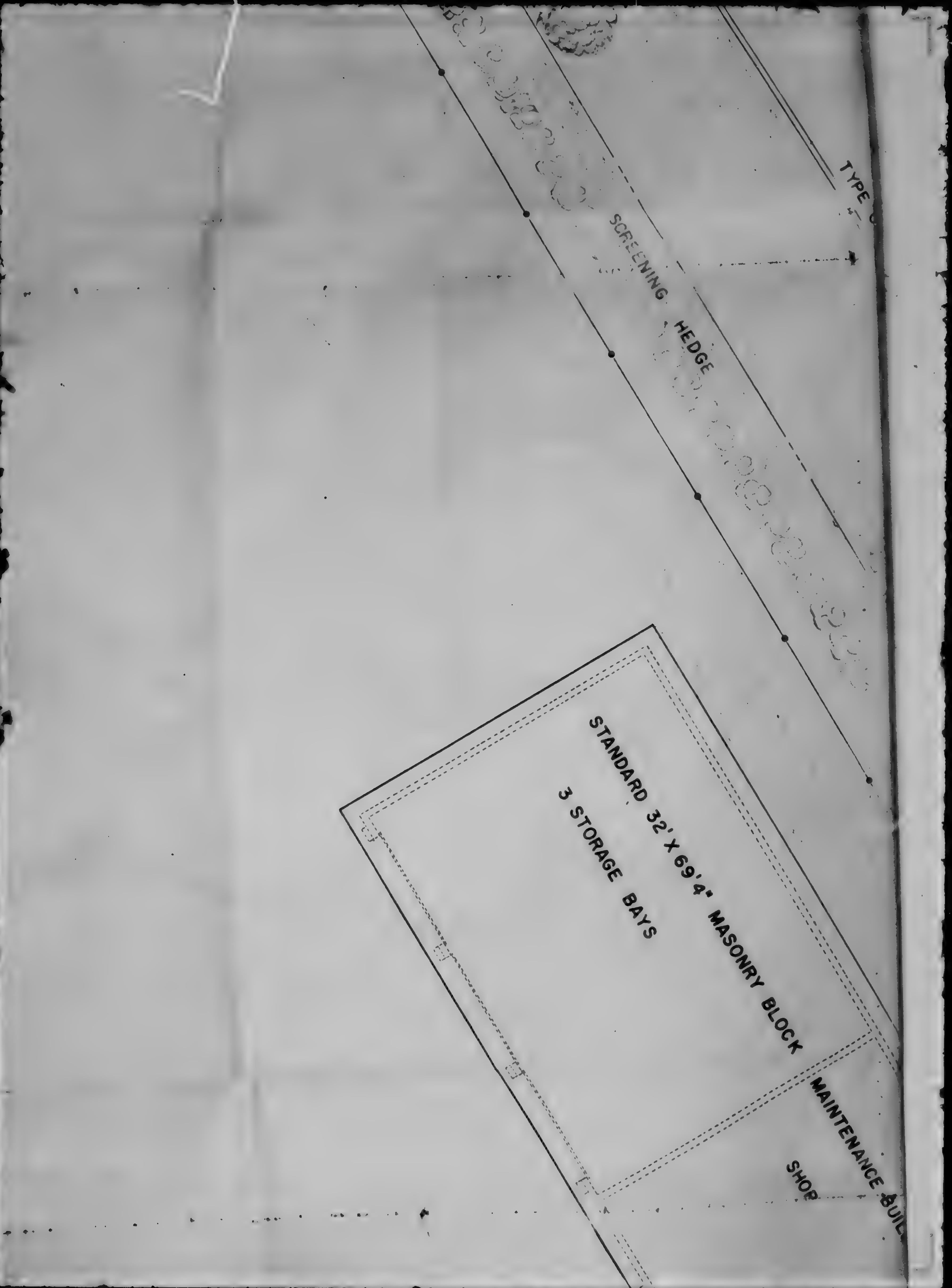

"G" STREET
EDGE FUTURE 4 LANE
20' GATE
CE


N
℄ OREGON COAST HWY.
EDGE OF EXISTING PAVEMENT
YPE "C" PC CONC. CURB
R/W LINE
YPE 3 FENCE
EDGE FUTURE 4 LANE
BUIL

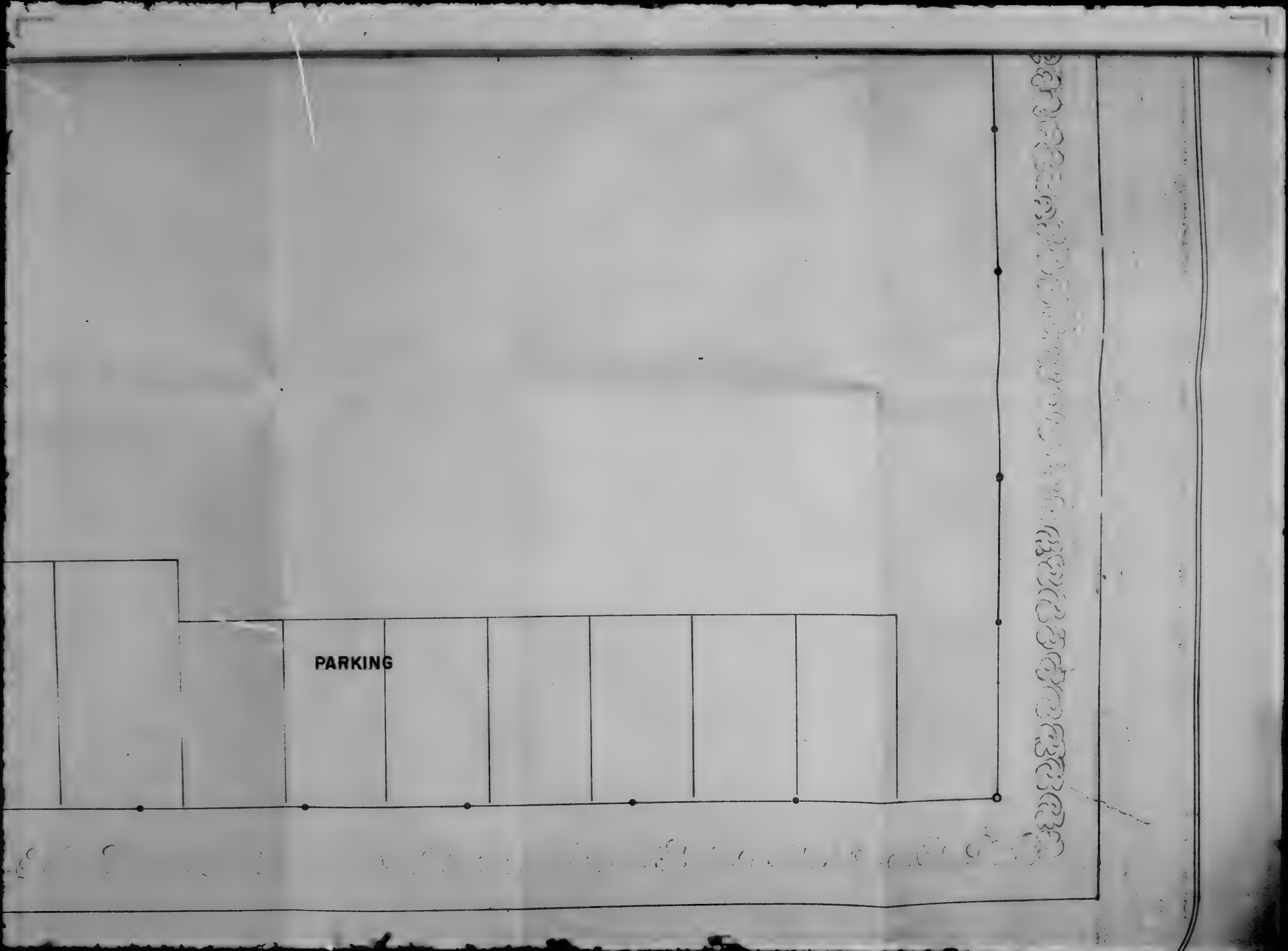
N
℄ OREGON COAST HWY.
EDGE OF EXISTING PAVEMENT
TYPE "C" PC CONC. CURB
R/W


CONCRETE ISLAND
GAS PUMP
SEVENTH STREET

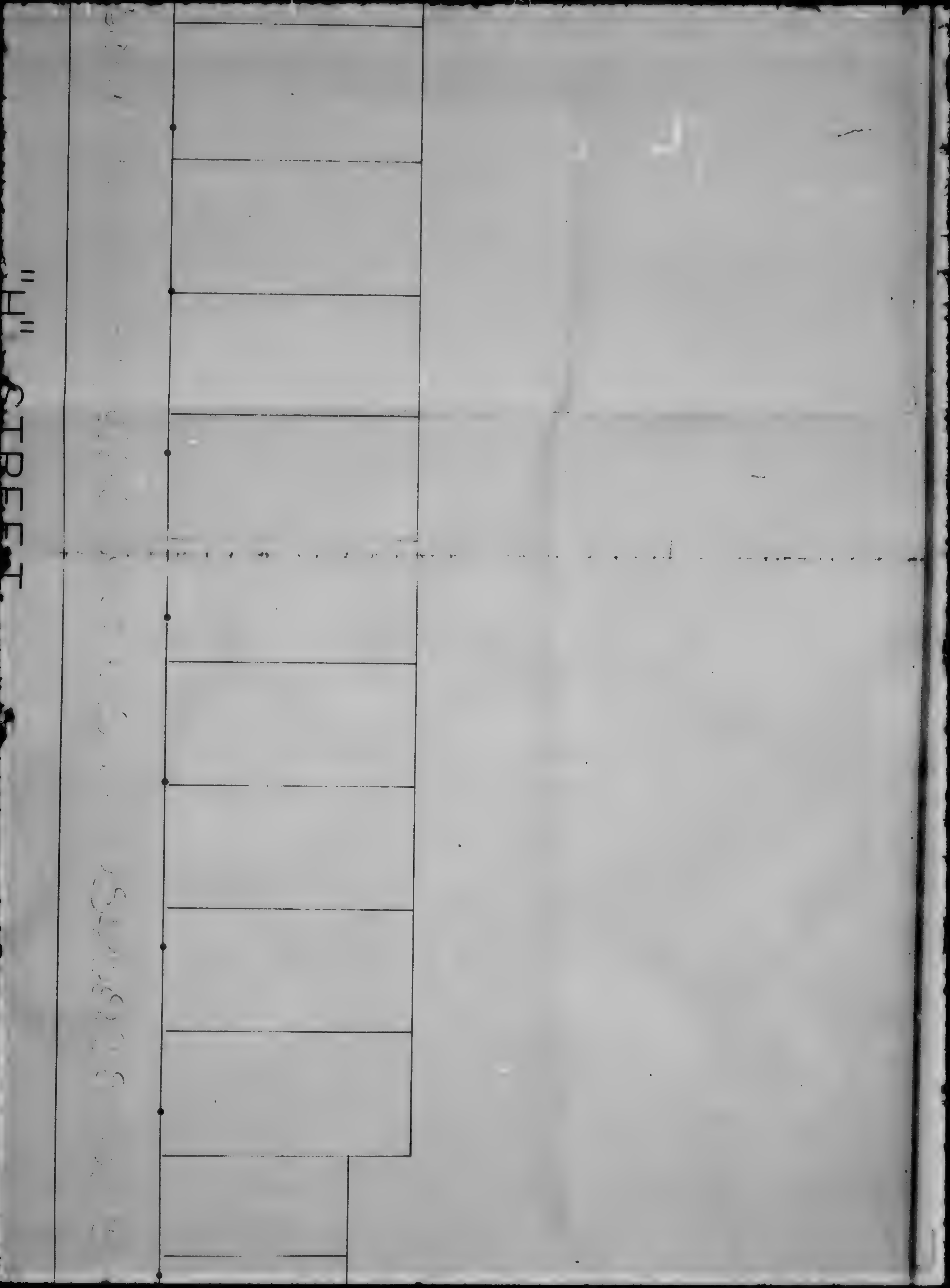

OARD 32' X 69'4" MASONRY BLOCK
3 STORAGE BAYS
MAINTENANCE BUIL
SHOP

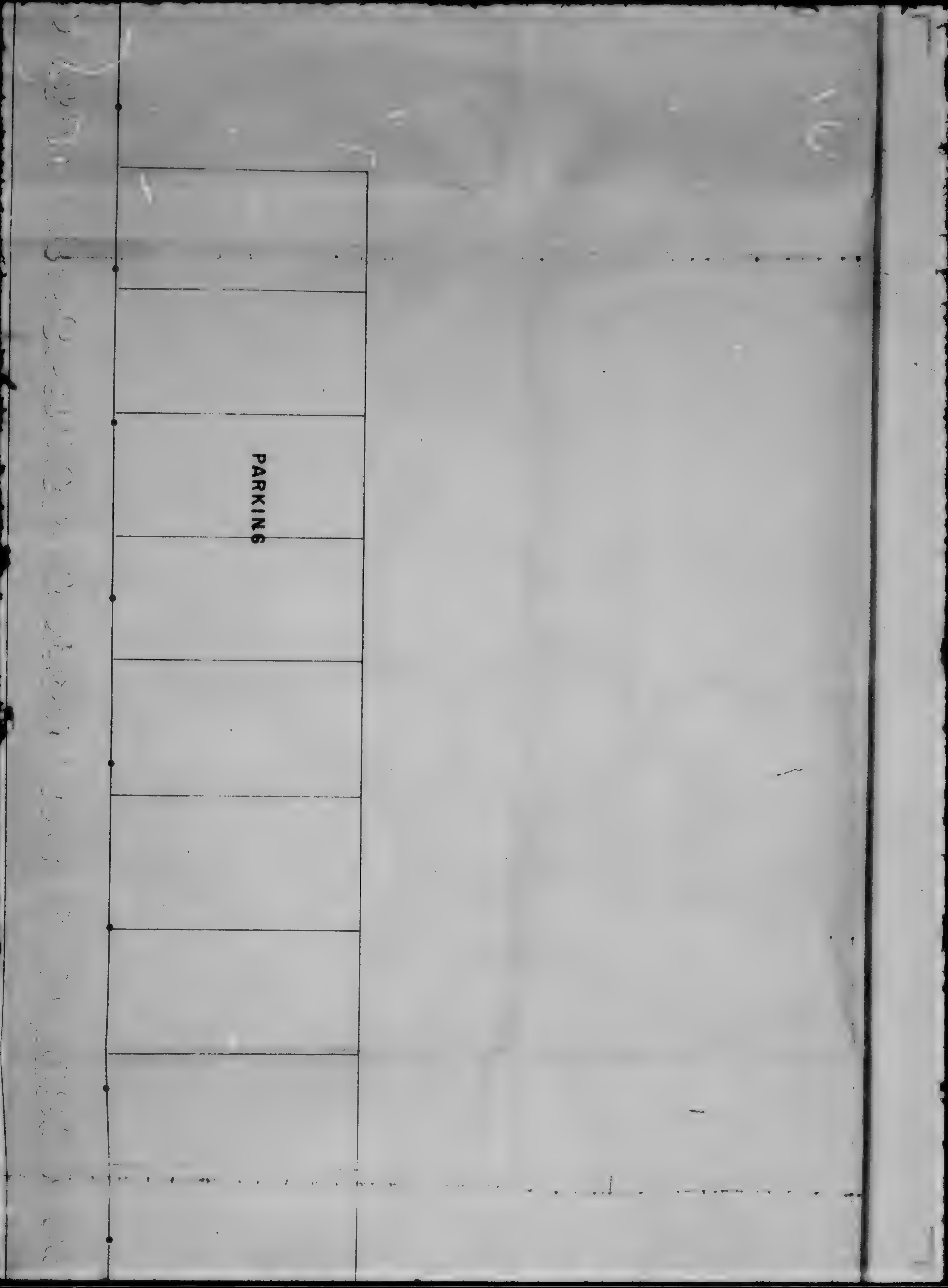

TYPE
SCREENING HEDGE
STANDARD 32' X 69'4" MASONRY BLOCK
3 STORAGE BAYS
MAINTENANCE BUIL
SHOP

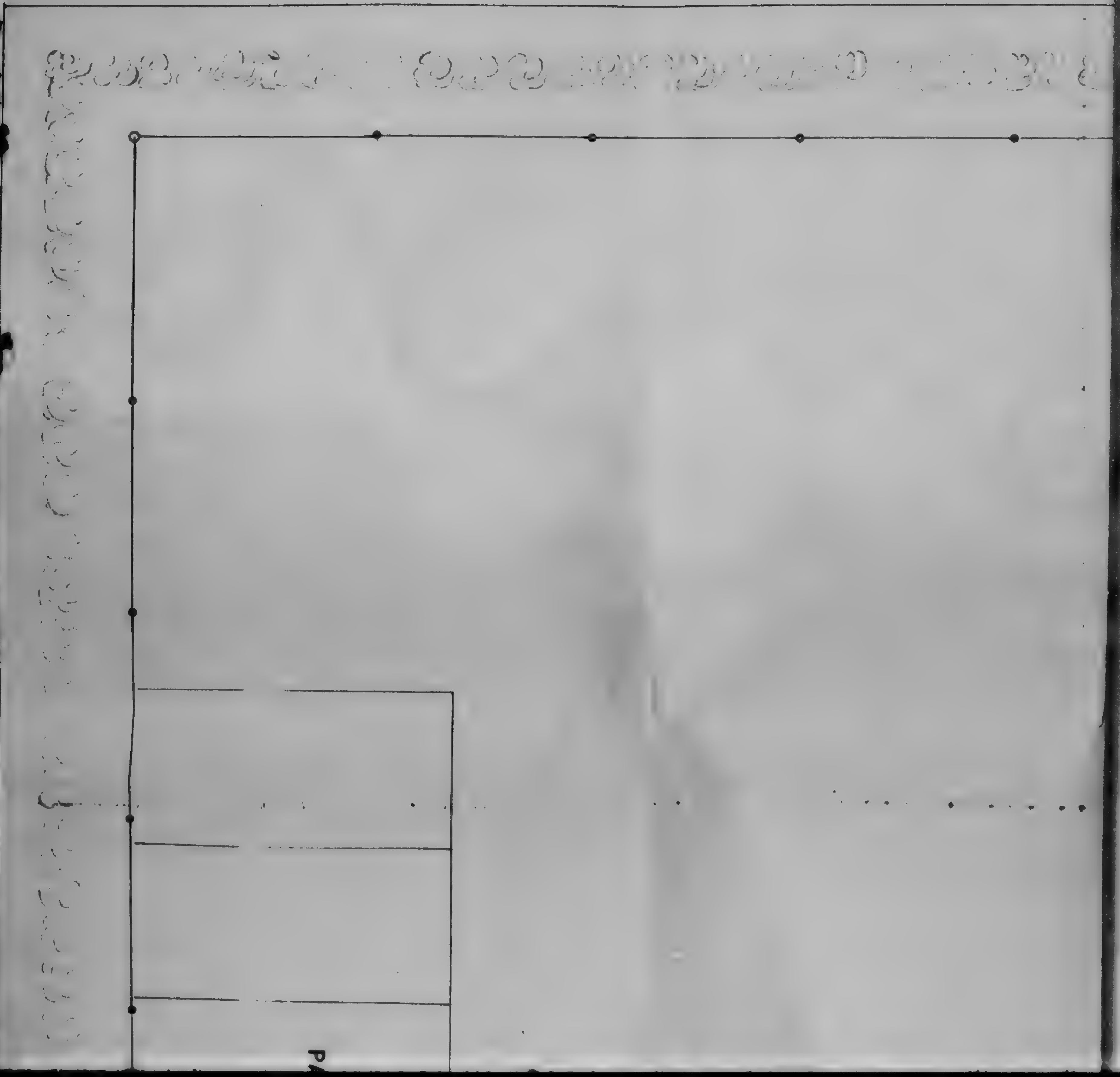
SCREENING HEDGE
TY



PARKING


"H" STREET


PARKING


PA

RECEIVED
APR [illegible] 1955
FOR FILE

Maint
Bldgs
Reedsport

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14, 1955

SUBJECT: Reedsport Headquarters

To:

Mr. W. W. Stiffler
Asst. State Highway Engineer

OFFICE

Dear Sir:

Herewith Mr. Edwards' response to your letter of April 11 about possible closure of parts of "G" and 7th Streets in Reedsport at our maintenance site.

The City Planning Commission does not approve such closure and I suggest we proceed to build our new building and then plant hedge around the present fence.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:ab

RECEIVED
APR [illegible] 1955
OFFICE
[illegible]

NOTED
W. W. STIFFLER

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 12, 1955

SUBJECT:

To:

E. A. Collier
Maintenance Engineer

Dear Sir:

I am in receipt of a copy of Mr. Stiffler's letter of April 11 concerning the improvement of the entrance to the maintenance station grounds at Reedsport and the adjacent streets thereto.

At the time the matter was discussed with the Planning Commission I had intended to secure closure of "G" Street (now renamed Hawthorne Street) or 7th Street (now renamed 11th Street) and did discuss this matter with the City Planning Commission.

Inspection and discussion revealed that there is considerable through traffic east-west on 7th Street across the Coast Highway and considerable amount of traffic north-south on "G" Street across the Coast Highway. An attempt to combine these entries as shown on the plat attached to Mr. Stiffler's letter would result in a very difficult situation in controlling the through traffic.

The Planning Commission is not in accord with closure of each street and the matter should be dropped.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

TE:gb
cc: C. W. Parker
George Sothman

NOTED
W. W. STIFFLER

RECEIVED
APR 13 1955
FOR FILING

Reedsport

Salem, Oregon
April 11, 1955

Mr. N. A. Collier

I am advised unofficially that the Common Council of the City of Reedsport recently took official action wherein the Council raised no objection whatsoever to the State Highway Commission constructing a standard equipment storage headquarters building on our present site in Block 57, Railroad Addition to the City of Reedsport. I am assuming we will be officially advised of this action in the near future by the City Manager.

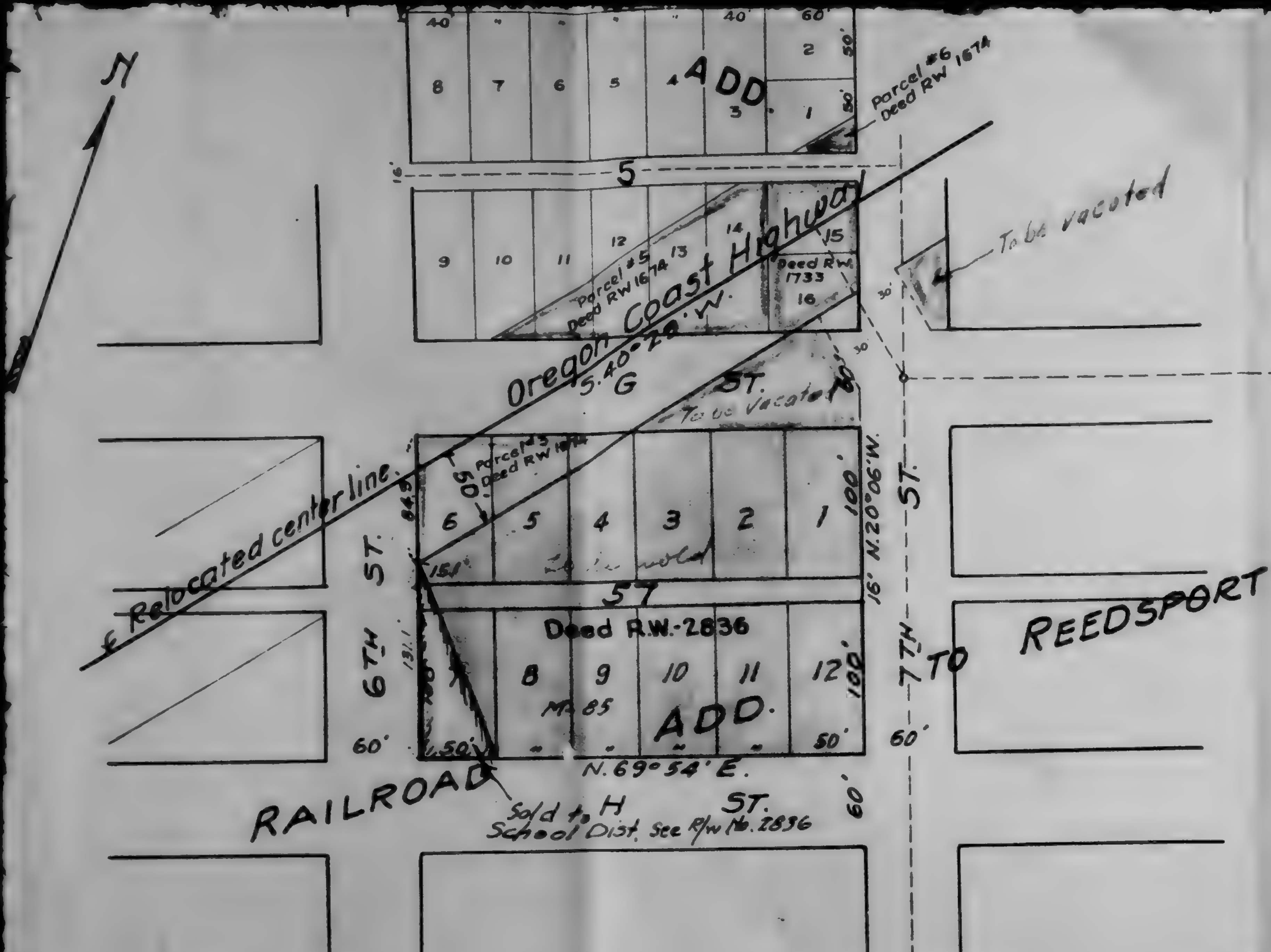
While the City is in this favorable mood, we should proceed to improve the access from our property to the highway, which is outlined in Drawing 1R-1-1372.

The above drawing shows our desire to have the City vacate the shaded portion of "G" Street to the State Highway Department and to vacate the shaded portion of Seventh Street which would revert to the abutting property owner. We, in turn, would vacate a portion of Lot 16 for public use as a public street.

W. W. Stiffler

WWS:er

cc Mr. Tom Edwards
Mr. Geo. Sothman
Mr. C. W. Parker


N
ADD.
Parcel #6 Deed RW 1674
5
Parcel #5 Deed RW 1674
Deed RW 1733
Oregon Coast Highway
S.40°20'W.
G ST.
To be Vacated
To be vacated
Relocated center line.
Parcel #3 Deed RW 1674
6TH ST.
7TH ST.
ST
Deed R.W.-2836
ADD.
N.69°54'E.
N.20°06'W.
H ST.
RAILROAD
Sold to School Dist. See R/W No. 2836
TO REEDSPORT
131.1
84.9
151
60'
50'
100'
16'
30'
40'
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

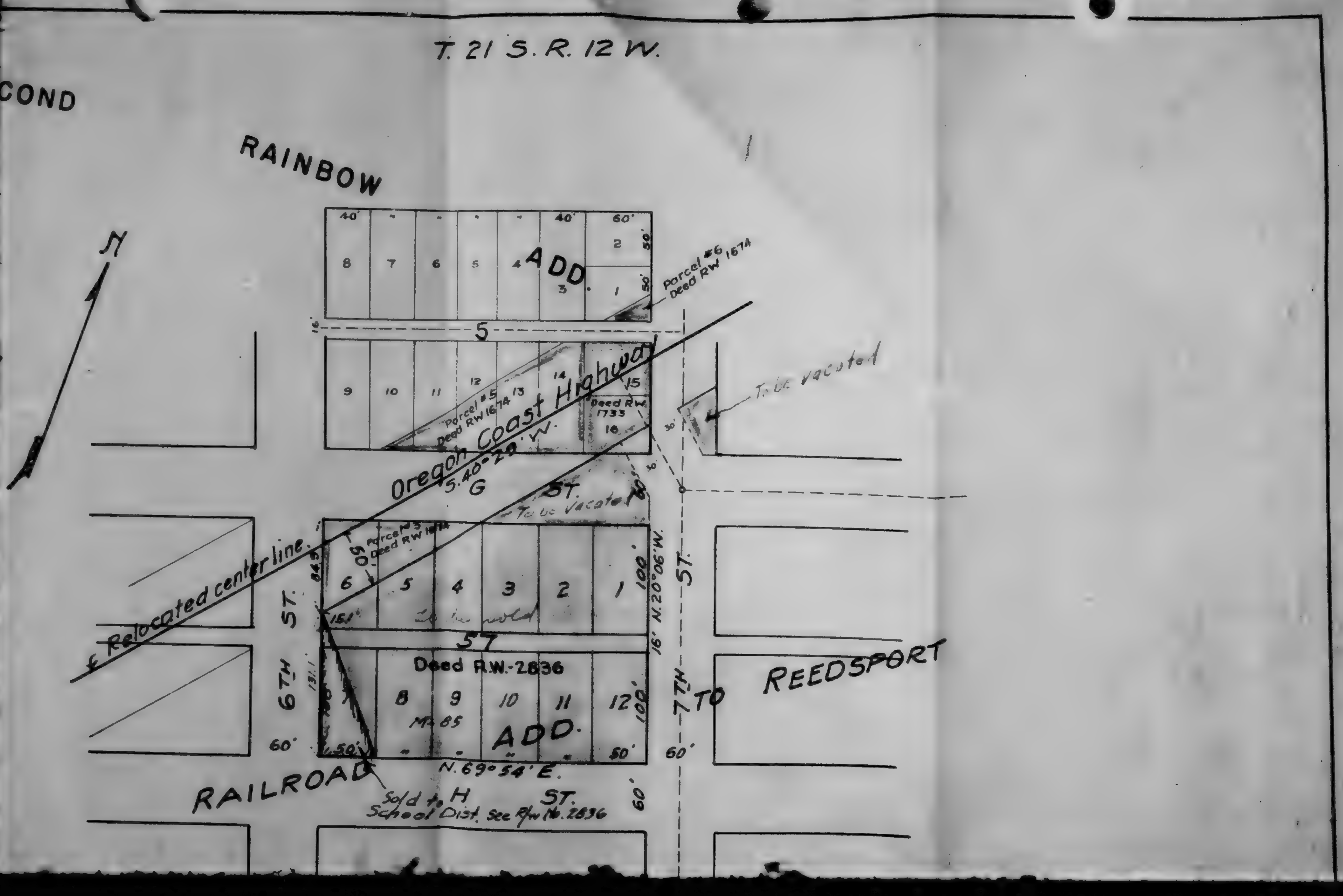
Acquired From Douglas County

OREGON STATE HIGHWAY DEPARTMENT	
~~Leased from~~	~~City of Reedsport~~
For	Maintenance Hdq'rs. STOCK PILE SITE
Highway	Oregon Coast
County	Douglas
Scale 1"=100'	Date Aug-1934

1B-26-23 - 4B-26-2

Rev. Nov. 3, 1954

1R-1-1372


T. 21 S. R. 12 W.
COND
RAINBOW
ADD.
N
40'
40'
60'
8
7
6
5
4
3
2
1
50'
50'
Parcel #6
Deed RW 1674
5
16'
9
10
11
12
13
14
15
16
Parcel #5
Deed RW 1674
Deed RW
1733
Oregon Coast Highway
S.40°20'W.
To be vacated
30'
30'
G
ST.
To be vacated
60'
℄ Relocated center line.
84.9
60
Parcel #3
Deed RW 1674
6
5
4
3
2
1
15.1
To be sold
57
Deed R.W.-2836
131.1
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8
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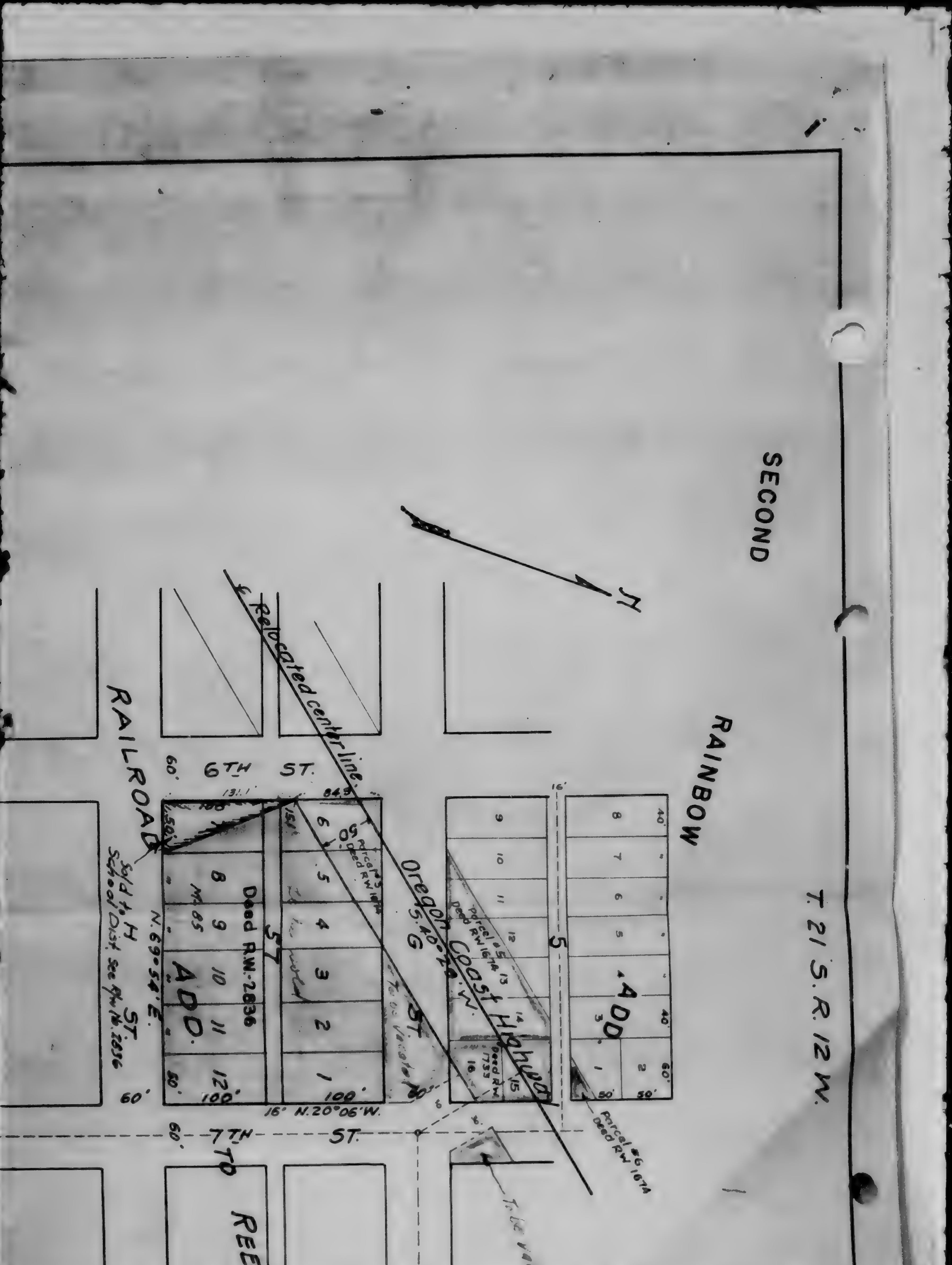
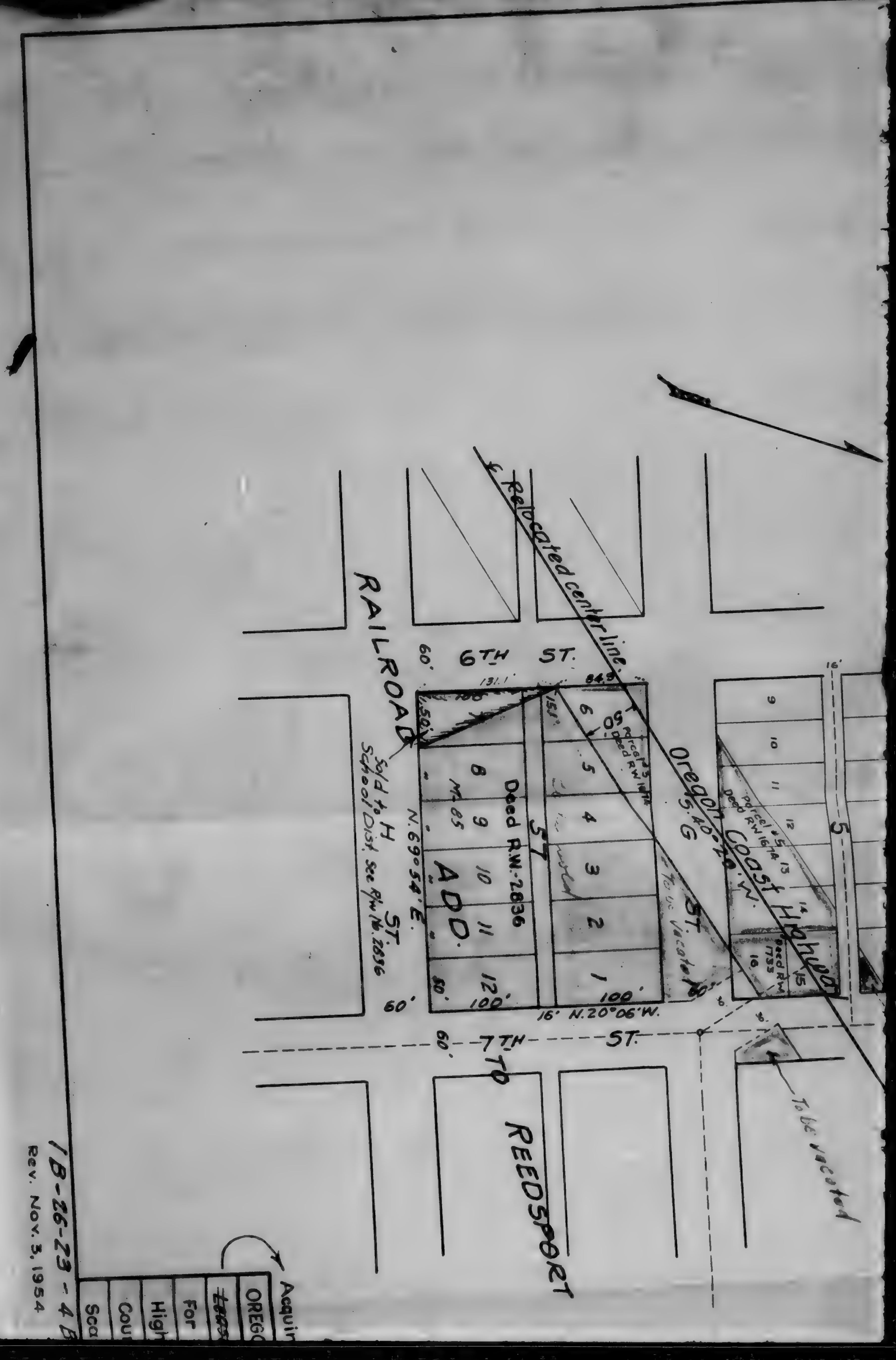
10
11
12
M.85
ADD.
100'
100'
16'
N.20°06'W.
6TH
ST.
7TH
ST.
TO REEDSPORT
60'
60'
60'
50'
50'
N.69°54'E.
RAILROAD
Sold to
School Dist. See R/W No. 2836
H
ST.



SECOND RAINBOW ADD.
T. 21 S. R. 12 W.
RAILROAD ADD.
TO REED
6TH ST.
7TH ST.
G ST.
ST.
5
60'
16'
Relocated center line
Oregon Coast Highway
S. 40°20' W.
N. 69°54' E.
N. 20°06' W.
Deed R.W. 2836
Sold to H School Dist. see R/W 2836
Parcel #5 Deed R/W 1674
Parcel #6 Deed R/W 1674
Deed R/W 1733
To be vacated
N



℄ Relocated center line
6TH ST.
60'
RAILROAD
131.1
84.9
100
150'
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15'
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M-85
Parcel #3 Deed RW 1674
Deed R.W. 2836
ST
ADD.
G
ST.
To be vacated
Sold to H School Dist. See R/W No. 2836
N. 69°54' E.
ST.
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100'
16' N. 20°06' W.
Oregon Coast Highway
S. 40°20' W.
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Parcel #5 Deed RW 1674 A
Deed RW 1733
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16'
60'
7TH ST.
TO REEDSPORT
To be vacated
1B-26-23-4 B
Rev. Nov. 3, 1954
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MAR 7 1955
FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1955

SUBJECT:
Bolon Island - Coast Highway

To:

Mr. W. W. Stiffler
Asst. State Highway Engineer

OFFICE

L

Dear Sir:

I am glad that Bolon Island is dropped as a section maintenance building site. I suggest that we now try to overcome the objections of the Reedsport Council to construction of a building on our site. Our new building would be neat and fireproof. I would be willing to grow a hedge to screen the entire lot; English Laurel grows well there. Also, I would be willing to tear down the old building as soon as the new one is completed and to immediately clean up the lot, removing to other stock pile sites the unsightly materials. It is a strategic location for maintenance and convenient for the crew, and we have spent a lot of money filling, surfacing and fencing the site.

Mr. Edwards writes that he will seek another site and is studying the possibility of combining some stations to possibly eliminate Reedsport but it seems to me this might be a hard one to eliminate.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC:ab
cc-Tom Edwards

NOTED
W. W. STIFFLER

RECEIVED
MAR 1 1955
FOR FILING

10-3419
4431

Salem, Oregon
February 28, 1955

Mr. K. A. Collier

Attached hereto are your copies of a letter written by Mr. Parker to Mr. O. H. Hinsdale in reply to his letter dated February 15, all of which relates to the verbal agreement reached with Mr. Hinsdale as to an exchange of properties in Reedsport, and all of which was outlined in an agreement prepared by our legal counsel and, to the best of my knowledge, all of the terms included therein were mutually agreeable with Mr. Hinsdale when the agreement was prepared. This apparently is not the case now.

We do not agree to Mr. Hinsdale's alternate proposal to purchase our additional right of way and for the State to retain possession of the old maintenance station site. However, this is not being referred to the Highway Commission at this time as we have no alternate or substitute recommendation to make to the Commission. Therefore, we should make further study toward locating a building site in the vicinity of Reedsport, which can be purchased (the Commission does not have authority to condemn) and which will be suitable for our requirements.

W. W. Stiffler

cc Mr. Tom Edwards
Mr. C. W. Parker

23 60M REVISED 3-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 17, 1955

Mr. O. H. Hinsdale
Reedsport
Oregon

#22367
Proposed Maintenance Location
Bolon Island - Coast Highway
Douglas County

Dear Mr. Hinsdale:

This is to acknowledge your letter of February the 15th, in which you state that you do not care to proceed with the agreement, which was orally worked out between yourself and myself for the exchange of some property in Reedsport and on Bolon Island, according to the agreement which I mailed to you on November the 4th of 1954.

I am today transmitting your letter to the Engineering Department for their recommendations, which they would make to the Highway Commission.

Thanking you for the letter, we are,

Very truly yours,

C. W. ENFIELD
Chief Counsel

C. W. PARKER
Property Manager

CWP:jj

cc W. W. Stiffler
cc E. A. Collier
cc Tom Edwards

NOTED
W. W. STIFFLER
file

COPY

O. H. HINSDALE
REEDSPORT, OREGON

February 15, 1955

Mr. C. W. Parker, Property Manager
Oregon State Highway Department
Salem, Oregon

Re: File 22367
Proposed Maintenance Location
Oregon Coast Hwy., Douglas Co.

Dear Mr. Parker:

For the last several months we have conducted negotiations for a site for your maintenance operation on Bolon Island. During these negotiations we explored several possible deals. As of November 4th you submitted a form of agreement for the exchange of your present site in Reedsport for the Bolon Island site. Although this exchange seemed satisfactory at the time of our earlier negotiations it is not now satisfactory to us.

Our Company's dredge "Sandpiper" is now under contract with the U. S. Army Engineers on the Siuslaw River. We do not anticipate that it will be back on the Umpqua until late summer. In any event the offer which we are now making is contingent upon the availability of the dredge on the Umpqua. The Long-Bell Lumber Company approval has not been received, but we do not feel that pumping against their railroad fill is any particular problem as it will give them a filled right of way. Drainage, however, must be provided to the river along the railroad track.

In order to fill the railroad right of way and the 3.3 acres which you apparently desire to acquire for the State would require 36,500 yards of fill as we compute the same. We feel that $18,250 or fifty cents per yard would be a reasonable value of the cost of filling the land. We feel that the land has a value of $3,000.00 per acre or a total of $9,900.00 for the 3.3 acres, making a total cost to the State of $28,150.00 or $8,530.00 per acre. We are unwilling to sell the site on this basis, but we would be willing to enter into negotiations with the State by which we would receive from the State the excess

$9030

State right of way on the East and West sides of Highway 101, North of the underpass adjacent to our holding. We have roughly computed this excess right of way to be 1.82 acres. We believe that this acreage is worth $500.00 per acre more than ours or a total valuation of $16,434.60. We would be willing to negotiate with you therefore on the basis of an exchange of deeds for your 1.82 acres for our 3.3 acres filled, plus a cash payment to us of $11,716.00. If the acreage of your excess right of way is not properly computed an adjustment could be made on the acreage price set forth.

We have no desire to sell our property or any part thereof, but we have always endeavored to cooperate with the State Highway Department and hence, we are willing to negotiate with you along these lines.

Yours very truly,

/s/

O. H. Hinsdale

OHH/mc

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

February 10, 1955
Salem, Oregon

SUBJECT: #22367 #2837
Bolin Island
Coast Highway

To: MEMORANDUM TO THE FILE

At the request of Mr. O. H. Hinsdale, I called at his office yesterday and he advised that he had,had considerable financial obligations in the past few months and he did not feel that he was in a position to go ahead with the agreement which had been worked out with him for an exchange of some property owned by Mr. Hinsdale on Bolin Island,and the existing Maintenance Site in Reedsport. He stated that he did not want to sign the Agreement,which had been approved by the Highway Commission, as to this general exchange with Mr. Hinsdale. He said,he wanted to reopen negotiations with the State, with the idea of not taking the old Maintenance Site, but taking the extra width right of way on Bolin Island and then being paid the cash difference between the values.

I told Mr. Hinsdale that I had no authority to negotiate with him in any manner, as the transaction which he had negotiated with us had been approved by the Highway Commission and if it was not to be consummated by him, he would have to submit a letter to us in writing so stating, and the Department would then study the same and take it to the Highway Commission for whatever action the Commission could take and that if the Commission were to suggest a further negotiation, that we would be glad to talk with him.

He wanted to know if we wouldn't be willing to build our new building on our present Maintenance Site, and I told him that the City had already turned us down at a meeting of the City Council, at which Mr. Stiffler, Mr. Tom Edwards and myself were present with the entire council. He seemed to think that we could get the Councilmen to change their mind, but I told him that I did not think that we were at all interested in building on the present Maintenance Site for the reason that the Department were now doing their repairing with hot mix and

cc W. W. Stiffler

NOTED
W. W. STIFFLER

we needed a site away from the residences and places where we could do damage. I told him, however, that it was only my opinion and no definite policy of the Departments. He stated that he would get in touch with his Attorney, Mr. Newner.

Later in the afternoon upon reaching Coos Bay, I called Mr. Tom Edwards on the phone and told him of my conversation so that he would be fully conversed in case Mr. Newner or Mr. Hinsdale called him. Mr. Edwards suggested in his conversation, that if the Department were not to go onto Bolin Island that he would recommend to the Commission a merger of the Florence and Reedsport Stations, at a point which would be realistic to the Department.

Very truly yuurs,

C. W. PARKER
Property Manager

CWP:jj

cc Tom Edwards
/cc W. W. Stiffler

4.1

RECEIVED
FOR FILING

FORM E-30X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

October 26, 1954
Salem, Oregon

SUBJECT: #22367 Agenda Item
Maintenance Site
Reedsport

To: Mr. R. L. Porter
Right of Way Engineer
OFFICE

Dear Mr. Porter:

The Highway Department have found it necessary to acquire a new maintenance site in the vicinity of Reedsport. They have selected a site on the Bolon Island, which is between Reedsport and Gardner. The site contains 3.2 acres of land. The elevation of the ground at the present time is approximately three to three and a half feet above sea level, and to make a satisfactory site of the property will require filling to a nine foot elevation.

The property is owned by Mr. O. H. Hinsdale. Mr. Hinsdale has agreed to convey this property to the State, filled by dredge fill to an elevation of nine feet, and the State would agree to convey to Mr. Hinsdale that part of Block 57 and Block 5, owned by the Department. The property, which the State would deed to Mr. Hinsdale, contains approximately 55,000 sq. ft., more or less. It is my thinking that the values of the two parcels of land; one presently owned by Mr. Hinsdale containing 3.2 acres and filled to an elevation of nine feet, and the State Highway property as presently located, are of approximately the same values, namely the figure of approximately $25,000.00.

This trade has been carefully considered by Mr. Edwards, the Division Engineer, in whose territory this site would be located, and also by Mr. Stiffler, the Assistant Highway Engineer. They both recommend an exchange of these properties.

In substantiation of the values, Mr. Hinsdale will be required to fill the property, which would require approximately 30,000 yards of material; which fill will cost approximately $15,000.00. The land is industrial land, and it is entirely conceivable that Mr. Hinsdale could receive somewheres in the neighborhood of $7,500.00 to $8,000.00 per acre for the land as an industrial site, when filled to the nine foot elevation. If the figure of $7,000.00 per acre were used, the value of $22,400.00 would be the price. If the value of $8,000.00 per acre were used, it would produce a price of $25,600.00. Neither figure in my opinion is out of line for the property.

The 55,000 sq. ft., which the State owns carries a value of some thirty-five to forty-five cents per sq. ft. The forty cents per sq. ft. would

Mr. R. L. Porter
Office

October 26, 1954

produce a value of $22,000.00; at forty-five cents a foot, would produce a value of $24,750.00.

Mr, Hinsdale in addition to deeding the 3.2 acres to the State, will be required to give the State a permanent easement upon a parcel of his land for a roadway, and also an easement to remove some materials to improve sight distance of the roadway.

I hand you herewith a map showing, outlined in green, the property being conveyed. The Hinsdale property being outlined in red; the State's property being outlined in green.

Very truly yours,

C. W. PARKER
Property Manager

CWP:jj
Encl/map

cc H. B. Glaisyer ✓

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SEP 14 1954
FOR FILING

10-3-[illegible]
[illegible]

- Reedsport

Salem, Oregon
September 8, 1954

Mr. C. W. Enfield

Mr. Parker, Mr. Edwards, and I have been dealing with Howard Hinsdale, Tom Lillebo, Mayor, the City Manager, and several members of the Common Council, all of Reedsport, Oregon, for the purpose of acquiring a suitable building site for the construction of a standard equipment storage maintenance headquarters building in Reedsport, in lieu of building a standard building on our property, presently used for that purpose, to which the City takes some objection.

I am forwarding to Mr. Cooper right-of-way descriptions, Statement of Information, Authorization to Purchase, and a photostatic copy of a deed for three possible building sites on Bolon Island.

The cost of filling and draining the three sites varies from $374 to $6,542, which figure should be taken into consideration in dealing with the owner for either one of the three sites. Our preference, of course, is for site No. 2. The summarized cost of improving the above three alternate sites is shown in the copy of Mr. De France's letter, which is also attached.

Before making a recommendation to the State Highway Commission, we should have a sound appraisal as to the present worth of our existing property in Reedsport, to be reported when a recommendation is submitted.

As the owner of all three alternate sites is Howard Hinsdale, it is our offhand opinion that Mr. Parker could probably work out a better deal than anyone I know of, if he would care to take on this obligation.

W. W. Stiffler

WWS:er

cc Mr. C. W. Parker
Mr. I. A. De France
Mr. Tom Edwards
Mr. Forrest Cooper

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 7, 1954

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
OFFICE

Dear Sir:

Herewith is a letter from Tom Edwards dated July 26, 1954, estimating the cost of grading three alternate sites for a Maintenance Station on Bolon Island north of Reedsport as follows:

Site I	2.18 acre total	2.18 acre (new)	$6,542.	to elevate 9.0
Site II	2.85 acre total	1.81 acre (new)	374.	to elevate 9.0
			1,271.	to elevate 10.0
Site III	2.78 acre total	1.78 acre (new)	2,658.	to elevate 9.0

The total acreage includes excess Right of Way. The leveling of higher ground on Site II to elevation 10 is accomplished with balanced quantities.

Mr. Edwards has sent in property descriptions for each of the three parcels and photostatic copies of deeds, also Statement of Information and Authorization to Purchase form, which we forward herewith.

Due to the higher elevation, the slightly larger area and the more advantageous approach to the highway, Mr. Edwards recommends Site II as most desirable of the three. We concur on this conclusion. It can not be determined which site would be most economical until the purchase price of each site is known. We suggest the Right of Way department be requested to contact the owner to obtain prices of each of the sites, after which total grading and purchase cost for each of the sites can be compared with their relative desirability as maintenance sites.

Yours very truly,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:reb
Encl.

RECEIVED
SEP 7 1954
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 62316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 26, 1954

SUBJECT:

To: E. A. Collier
Maintenance Engineer

Dear Sir:

In regard to the proposed Maintenance Station on Bolon Island, Reedsport-Gardiner Section of the Oregon Coast Highway, the following information on the three proposed sites has been prepared.

Site I

Acreage	2.18 Ac.
Acreage Outside Existing R/W	2.18 Ac.
Excess R/W for Exchange	2.04 Ac.

Fill required; to Elevation 9.0'	
400 yds. Rock Excavation at $0.80	$3200
3000 yds. Common Excavation at $0.40	$1200
14148 yds. Dredge excavation at 0.10	$1415
Totals 21,148 Yds.	$5815
+12½% Engr. & Cont.	727
Grand Total	$6542

This cost could be cut to $2115 plus 12½% by eliminating the widening on the approach road, however even with the widening the turn for North bound traffic is not too desirable.

Site II

Acreage	2.85 Ac.
Acreage Outside Existing R/W	1.81 Ac.
Excess R/W for Exchange	1.00 Ac.

Fill Required to Elevation 9.0'	
3320 Yds. Dredge Excavation at $ .10	$ 332
+12½% Engr. & Cont.	$ 42
Total	$374

Leveling the area to Elevation 10.0' the earthwork would balance. A level site plus an additional foot of Elevation would be desirable. Excavation Material is Dredge Sand Fill in place.

4520 Yds. Common Excavation at $0.25	$1130
+ 12½% Engr. & Cont.	141
Total	$1271

Site III

Acreage:	2.78 Ac.
Acreage Outside Existing R/W	1.78 Ac.
Excess R/W for Exchange	1.04 Ac.

Fill Required to Elevation 9.0 5630 Yds. Dredge Excavation at $0.10	$ 563
Conc. culv. pipe to replace drainage ditch 360' - 24" pipe at $5.00 per foot	$1800
	$2363
+12½% Engr. & Cont.	295
	$2658

Site II appears to be the best suited to our requirements, and I recommend it be acquired.

Very truly yours,

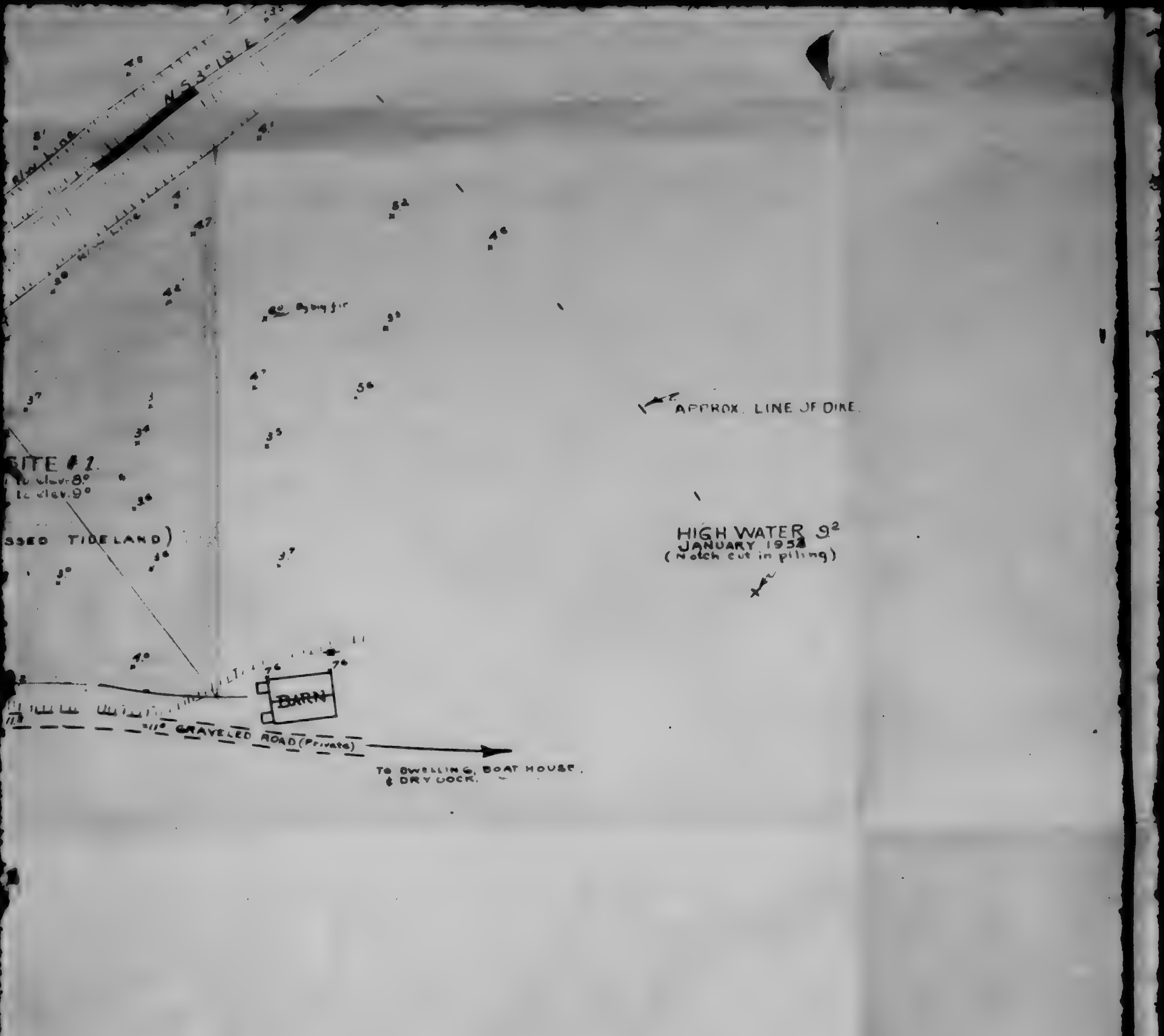
Tom Edwards
Division Engineer

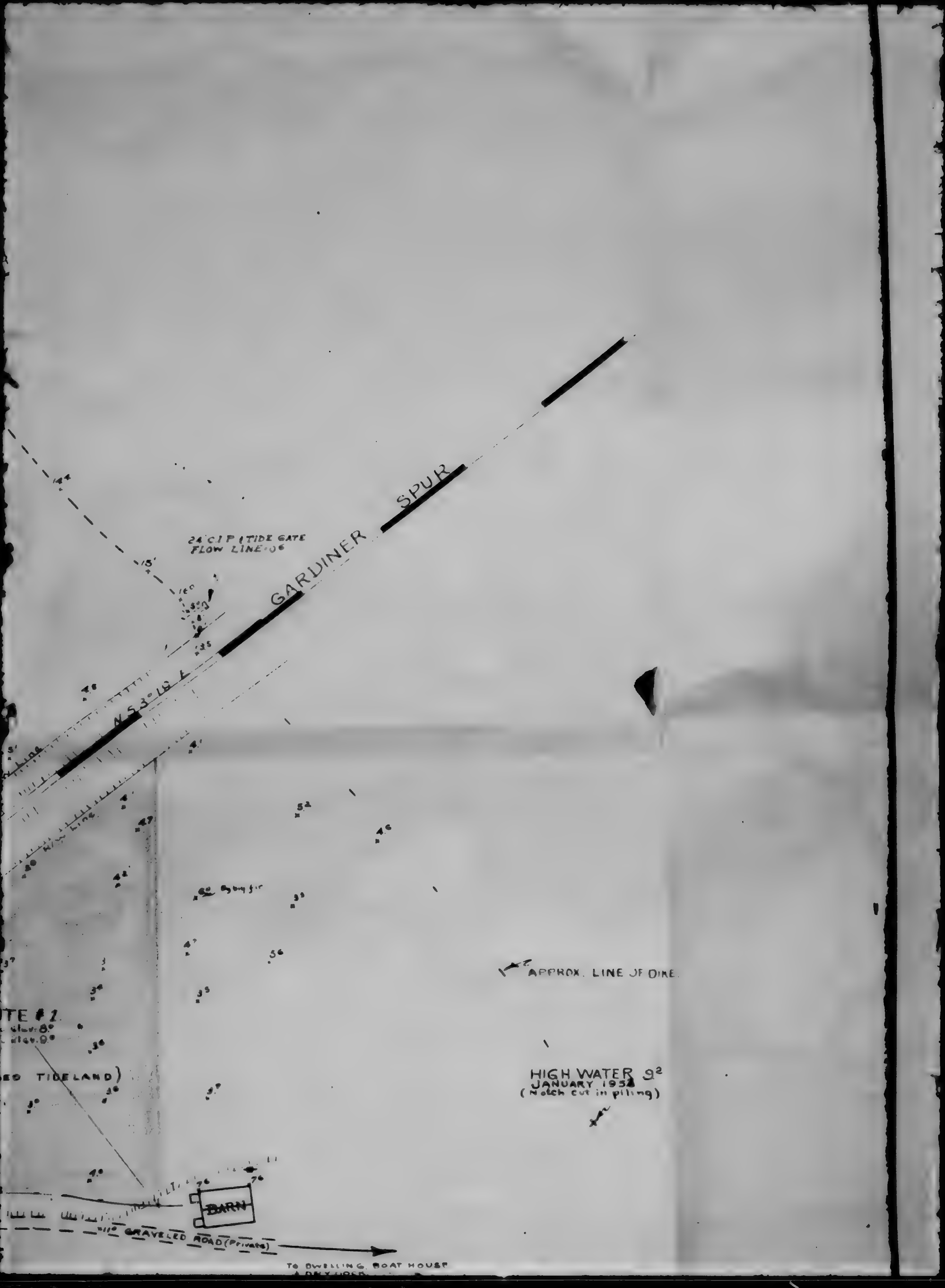
KL:db

BOL

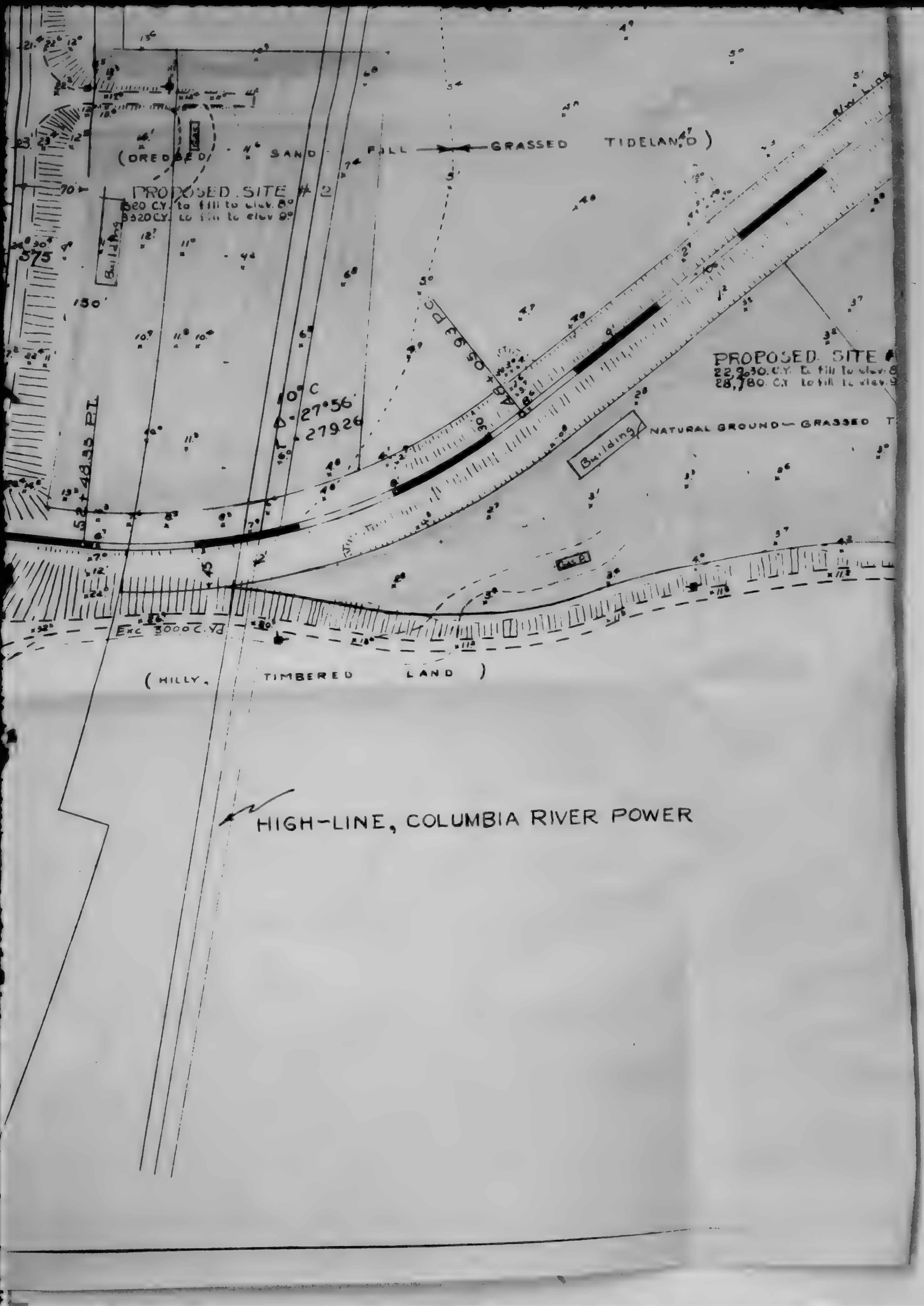
POSSIBLE SITE FOR MAINTENANCE STATION
ON
BOLON ISLAND

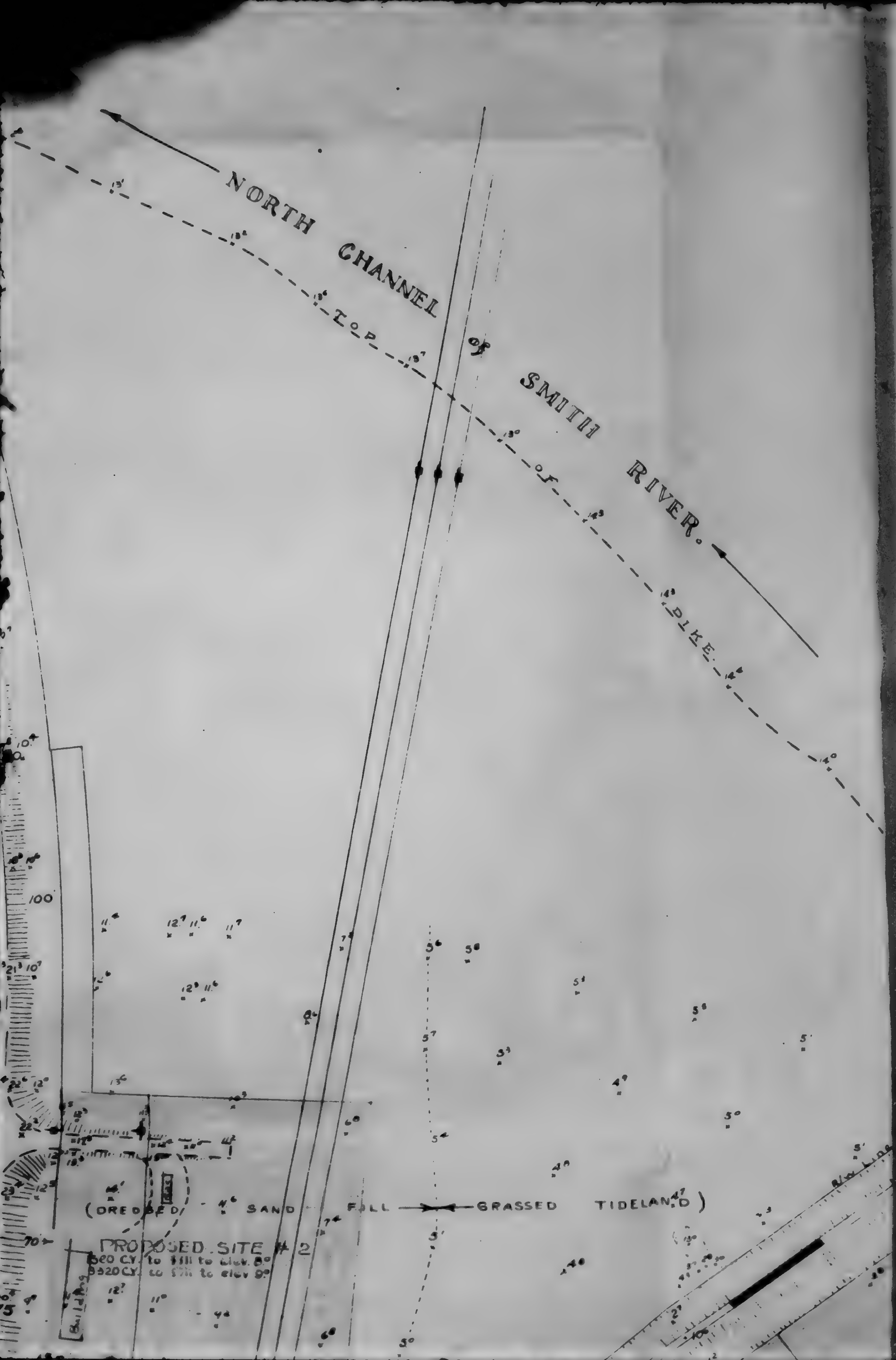
REEDSPORT- GARDINER SECTION
OREGON COAST HIGHWAY
SCALE: 1" = 100'

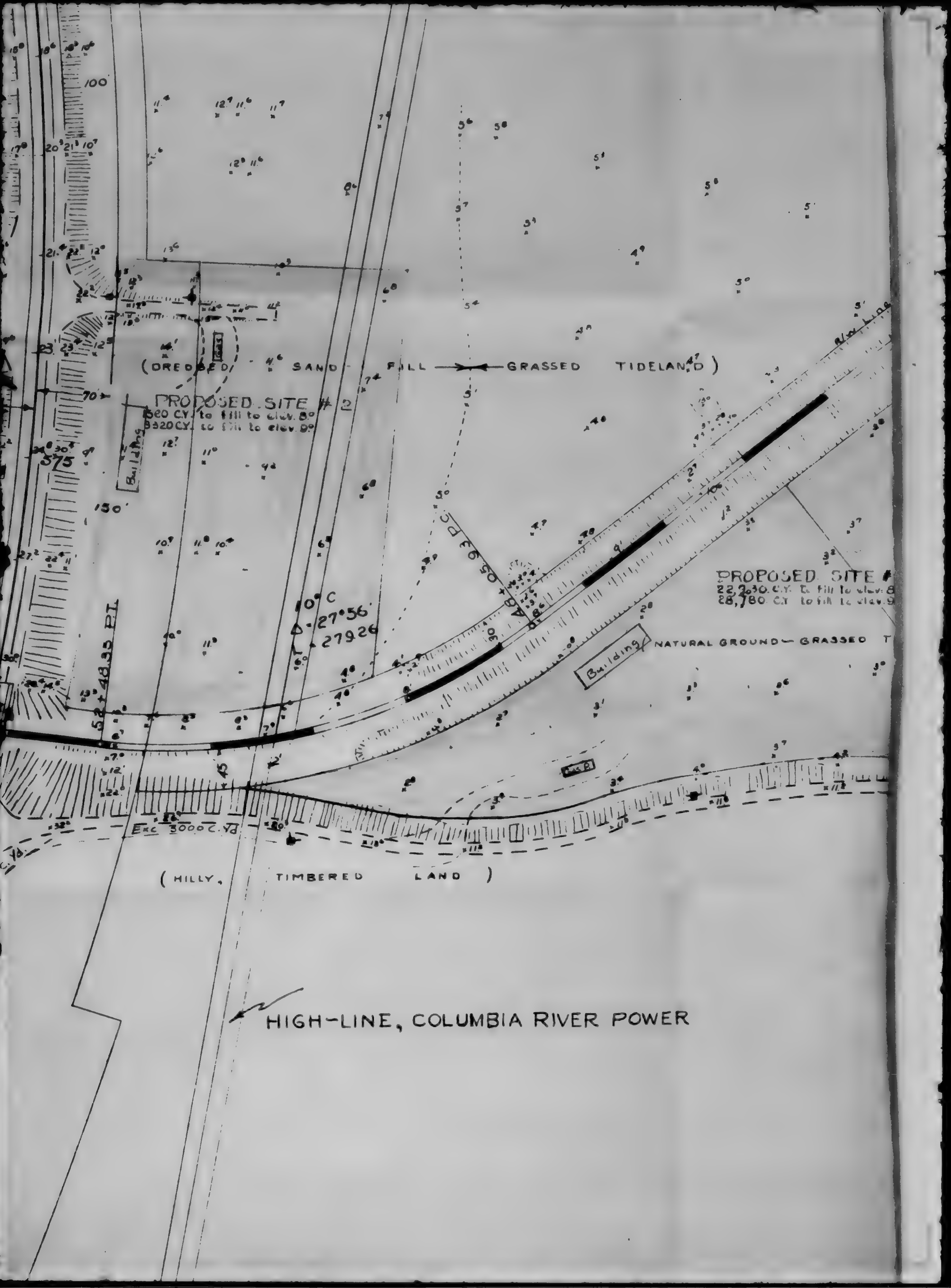

N 53° 18' E
H/W Line
H/W Line
SITE # 1.
to elev. 8.0
to elev. 9.0
SSED TIDELAND)
BARN
7.6
7.6
11.3
11.0
GRAVELED ROAD (Private)
TO DWELLING, BOAT HOUSE, & DRY DOCK.
APPROX. LINE OF DIKE.
HIGH WATER 9.2
JANUARY 1953
(Notch cut in piling)
3.5
3.8
8.1
4.1
5.2
4.6
4.1
4.7
2.0
4.2
6.0
9.0
4.7
5.6
3.7
3.4
3.5
3.6
3.6
3.7
3.0
4.0

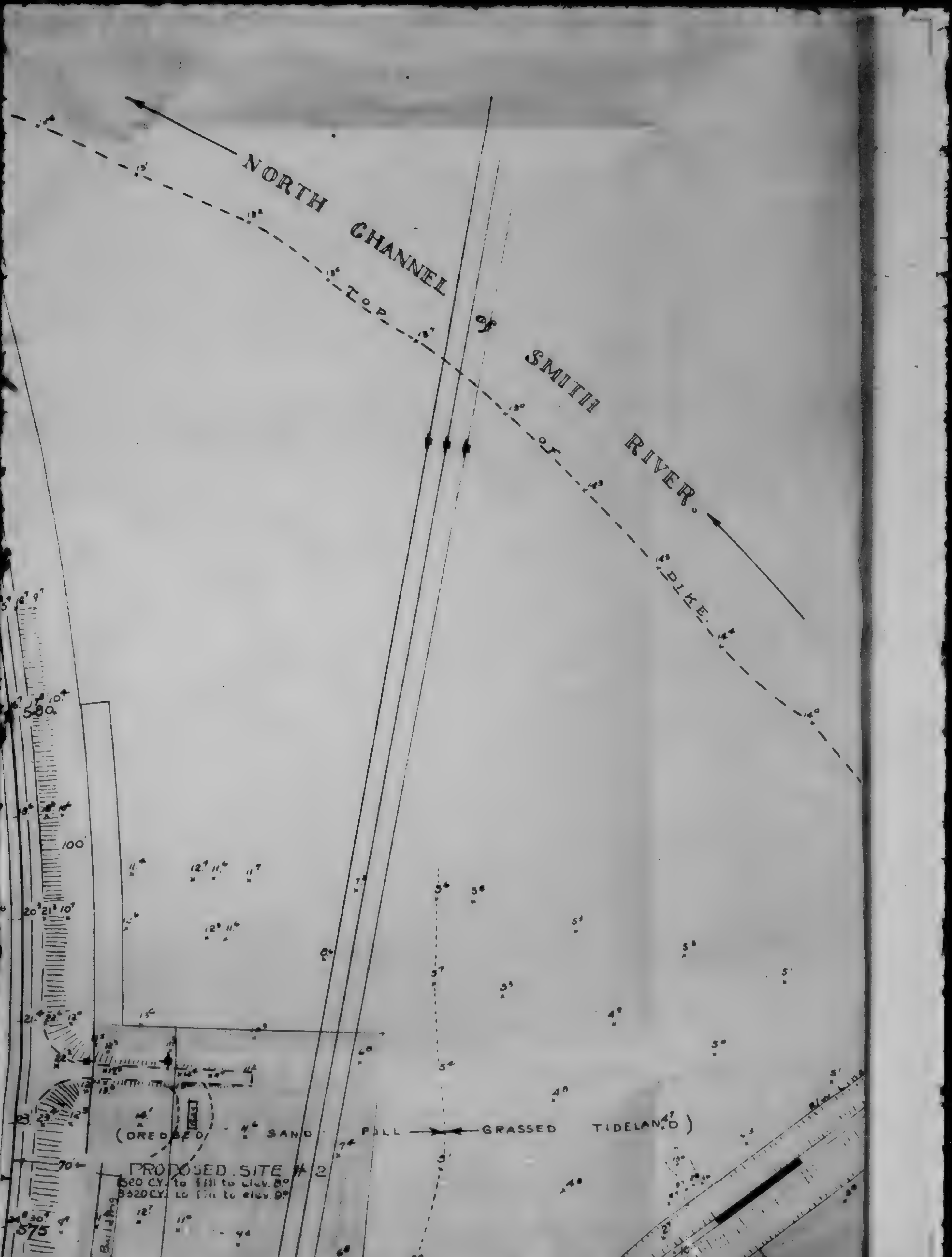


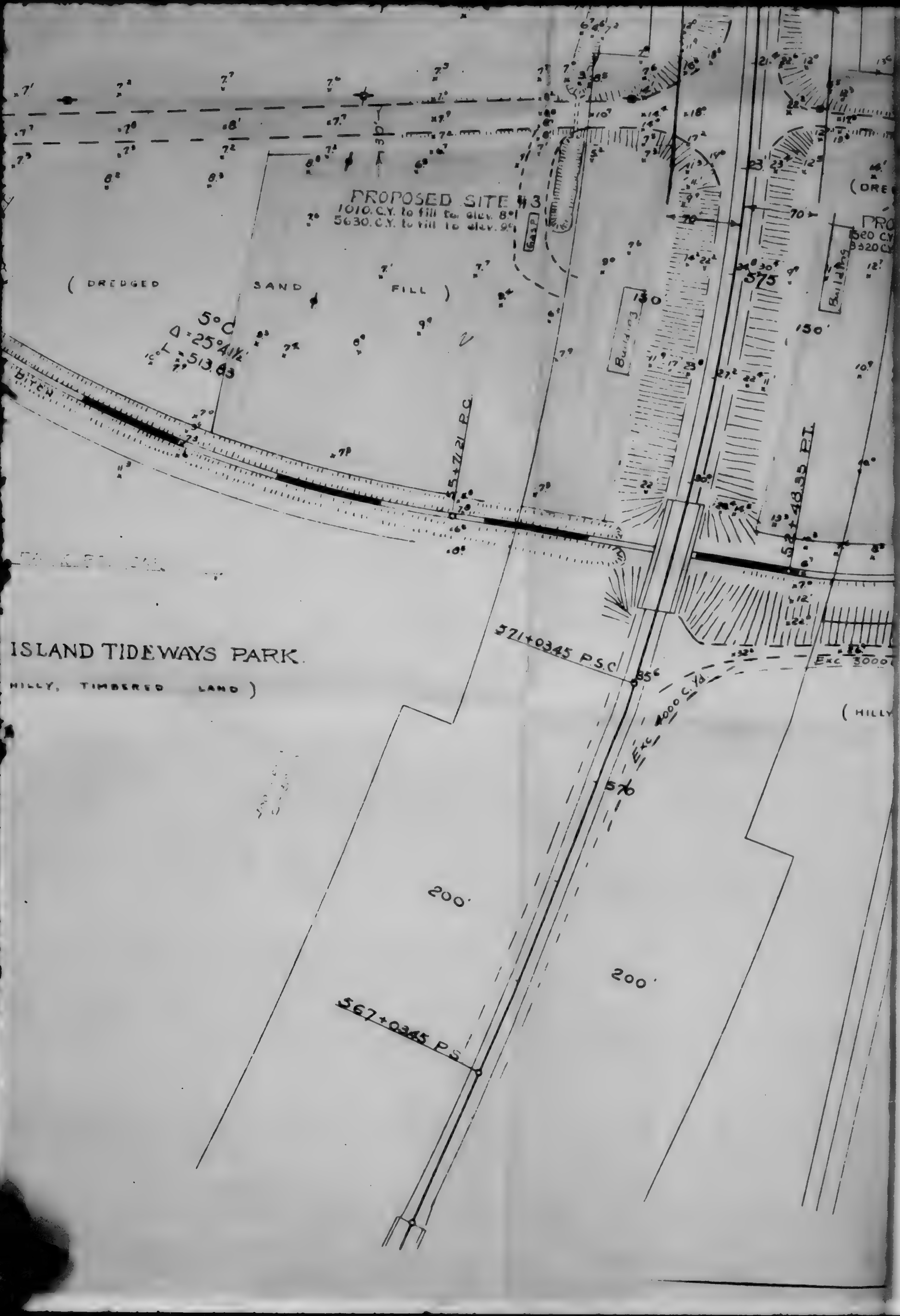
24" C.I.P. & TIDE GATE
FLOW LINE 0.6
GARDINER SPUR
N 53° 18' E
H/W LINE
TE #1
elev. 8.0
elev. 9.0
ED TIDELAND)
APPROX. LINE OF DIKE
HIGH WATER 9.2
JANUARY 1952
(Notch cut in piling)
BARN
11.0 GRAVELED ROAD (Private)
TO DWELLING, BOAT HOUSE
14.4
15'
16.0
13.5
4.6
4.1
5.2
4.7
4.2
3.3
4.7
5.6
3.5
3.6
3.9
4.0
7.6
7.6

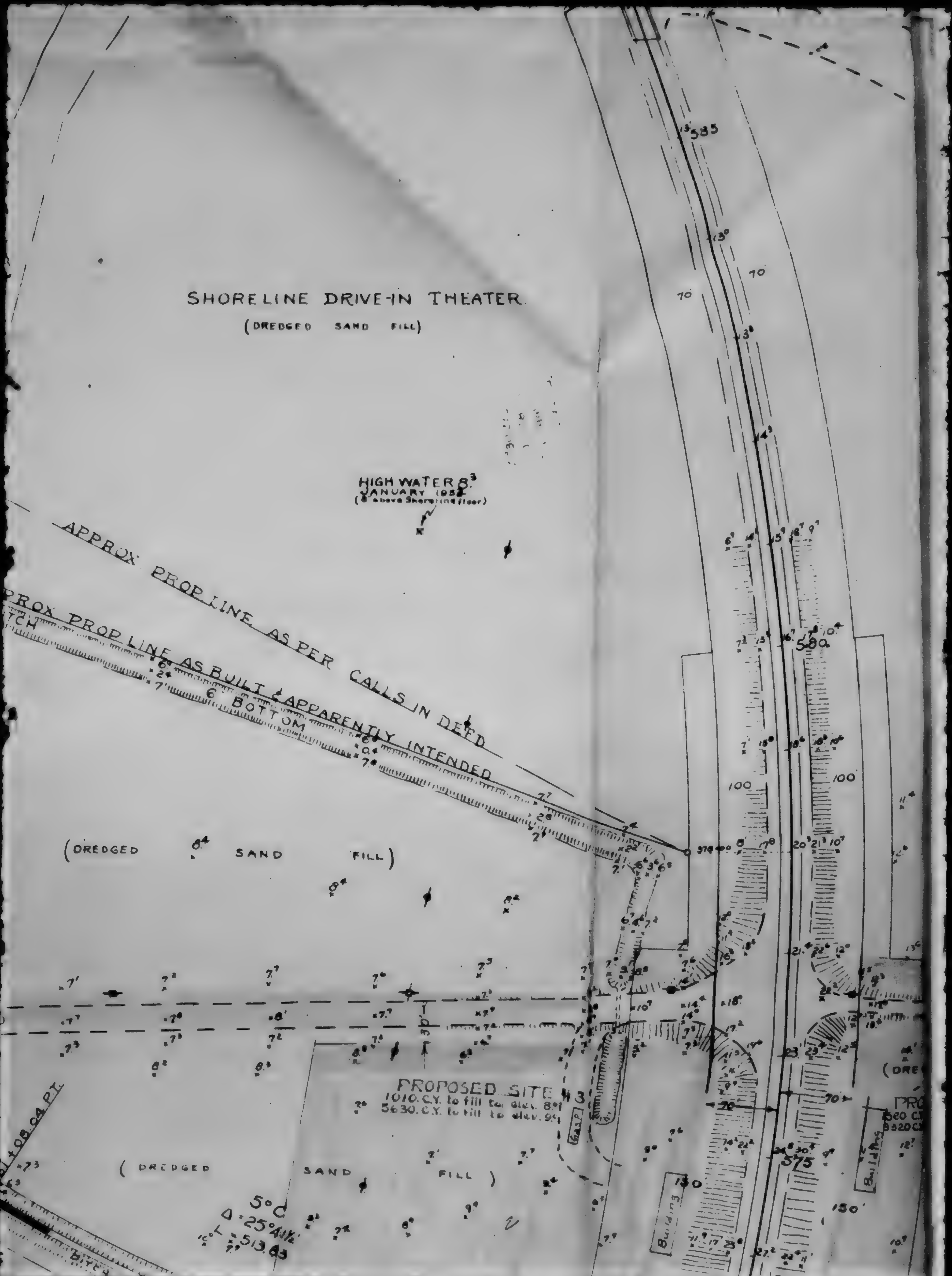

(DREDGED SAND FILL → ← GRASSED TIDELAND)
PROPOSED SITE # 2
820 C.Y. to fill to elev. 8.0
3520 C.Y. to fill to elev. 9.0
Building
575
150'
70'
52+48.33 P.I.
10° C
Δ 27°56'
L 279.26
48+05.93 P.C.
PROPOSED SITE #
22,930 C.Y. to fill to elev. 8
28,780 C.Y. to fill to elev. 9
NATURAL GROUND — GRASSED T
Building
Exc 3000 C.Yd
(HILLY, TIMBERED LAND)
HIGH-LINE, COLUMBIA RIVER POWER

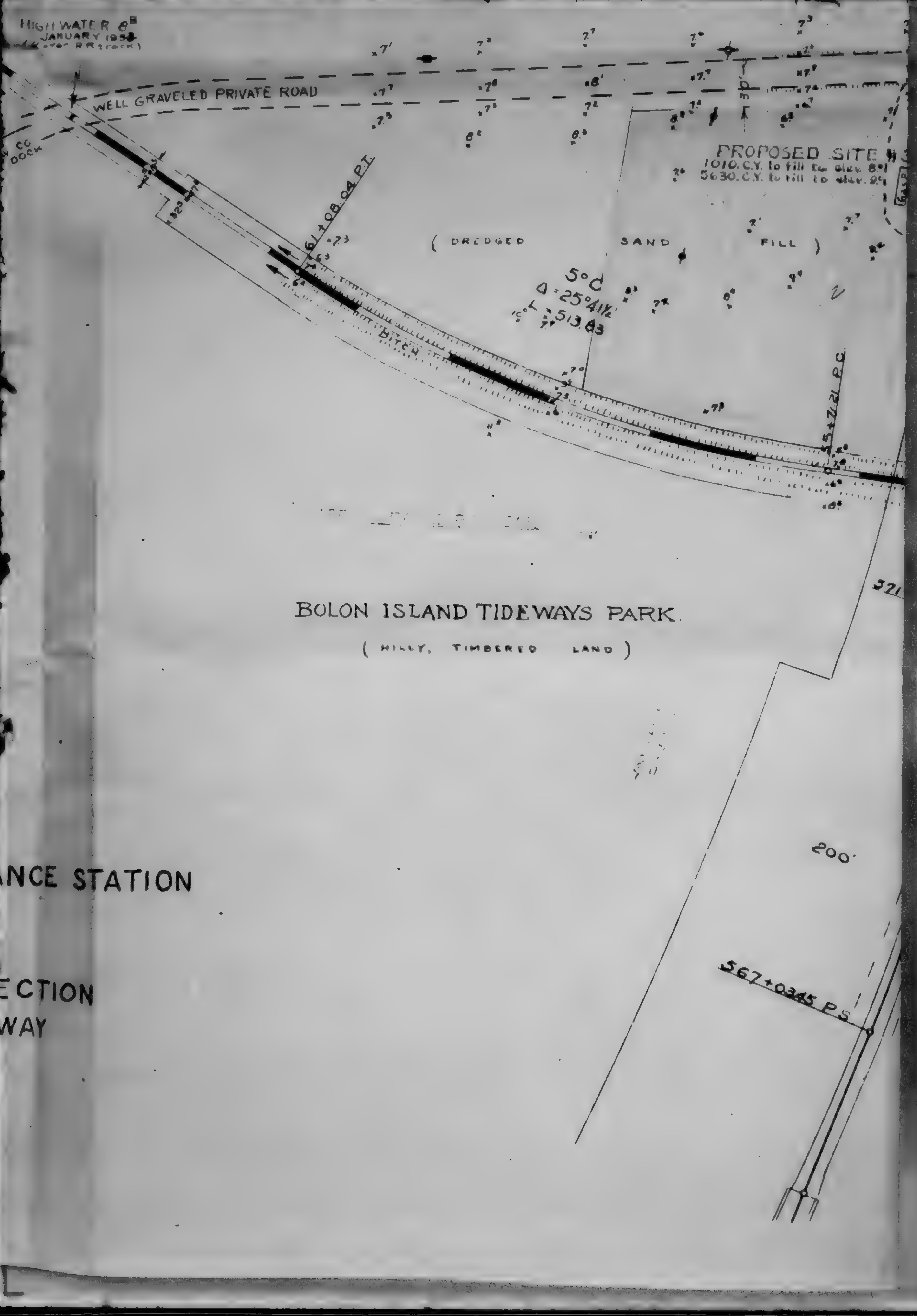

NORTH CHANNEL of SMITH RIVER.
TOP of DIKE
(DREDGED SAND FILL → ← GRASSED TIDELAND)
PROPOSED SITE # 2
560 CY. to fill to elev. 8.0
8320 CY. to fill to elev 9.0
Building
R/W Line
100
70
75

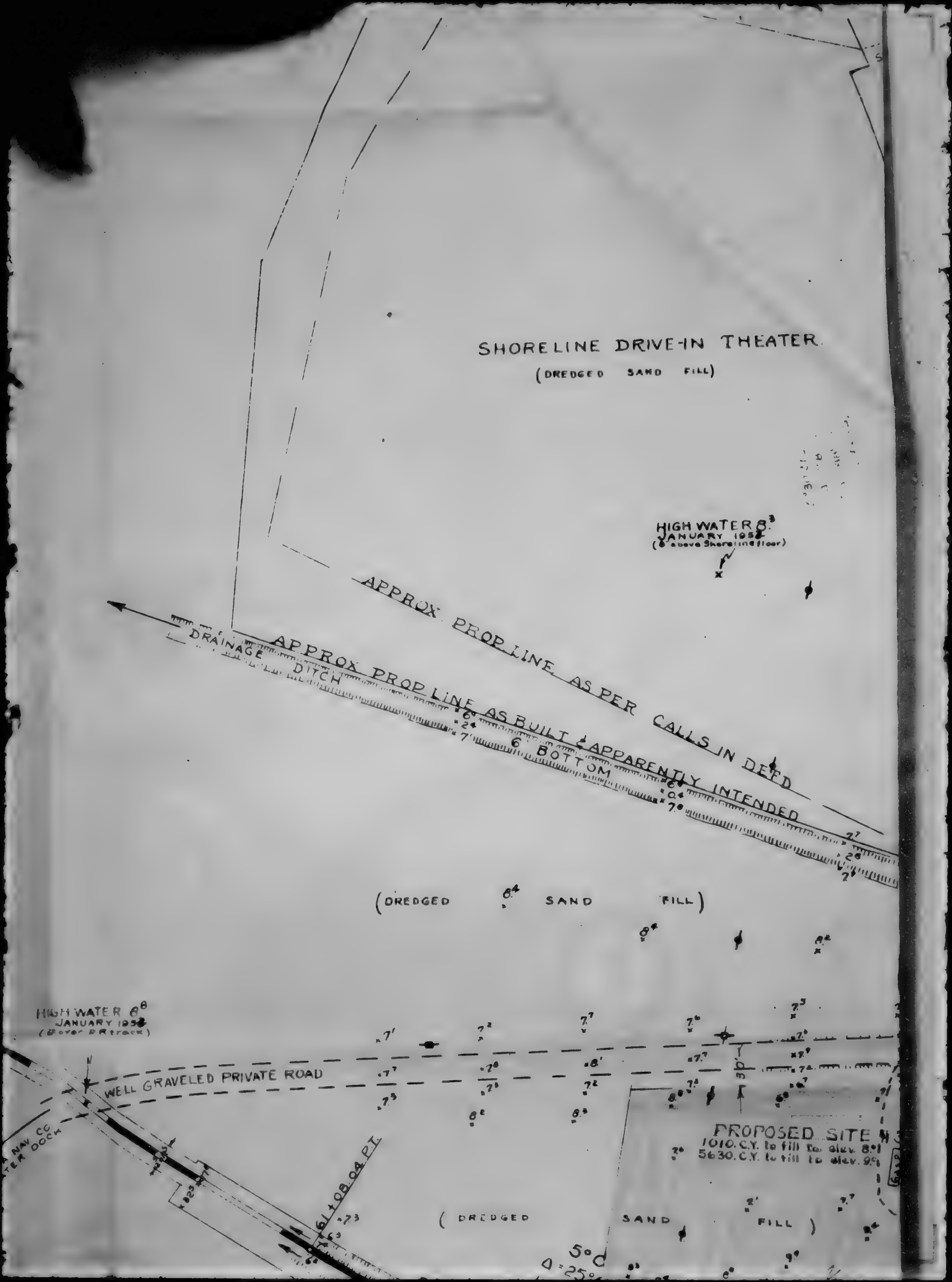

(DREDGED 4.6 SAND FILL → ← GRASSED TIDELAND)
PROPOSED SITE # 2
520 C.Y. to fill to elev. 8°
3320 C.Y. to fill to elev. 9°
Building
100'
70'
150'
575
52+48.33 P.I.
10° C
Δ-27°56'
L-279.26
49+05.93 P.C.
R/W Line
PROPOSED SITE #
22,230 C.Y. to fill to elev. 8
28,780 C.Y. to fill to elev. 9
Building
NATURAL GROUND — GRASSED T
Exc 3000 C.Yd
(HILLY, TIMBERED LAND)
HIGH-LINE, COLUMBIA RIVER POWER

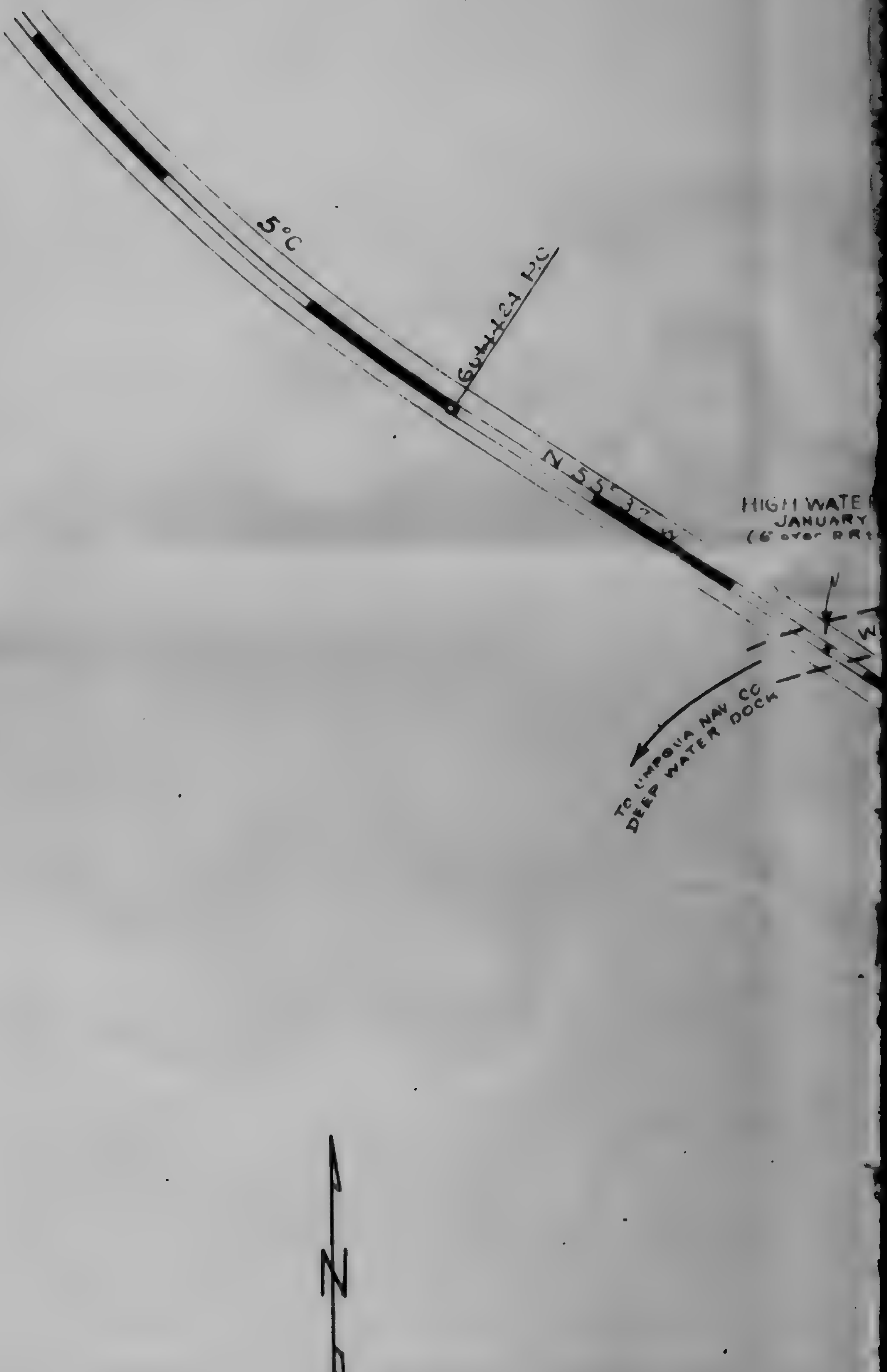

NORTH CHANNEL of SMITH RIVER.
TOP of DIKE.
580
575
100'
70'
150'
(DREDGED - SAND - FILL → ← GRASSED TIDELAND)
PROPOSED SITE # 2
560 C.Y. to fill to elev. 8.0
3320 C.Y. to fill to elev. 9.0
Building
R/W Line


PROPOSED SITE #3
1010. C.Y. to fill to elev. 8.0
5630. C.Y. to fill to elev. 9.0
Gas P
(DREDGED SAND FILL)
5°C
Δ=25°41½'
L=513.83
DITCH
55+71.21 P.C.
Building
130
70
575
150'
Building
52+48.35 P.I.
(DRE
PRO
520 C.Y.
520 C.Y.
ISLAND TIDEWAYS PARK.
(HILLY, TIMBERED LAND)
571+03.45 P.S.C.
Exc. 4000 C.Yd.
Exc. 3000
(HILLY
576
200'
200'
567+03.45 P.S.


SHORELINE DRIVE-IN THEATER
(DREDGED SAND FILL)
HIGH WATER 8.3
JANUARY 1952
(8" above Shoreline floor)
APPROX PROP LINE AS PER CALLS IN DEED
APPROX PROP LINE AS BUILT & APPARENTLY INTENDED
6 BOTTOM
(DREDGED SAND FILL)
PROPOSED SITE #3
1010 C.Y. to fill to elev. 8.0
5630 C.Y. to fill to elev. 9.0
(DREDGED SAND FILL)
5°C
Δ=25°41½'
L=513.63
585
580
575
70
70
100
100
150
150
30'
Building
Building
DITCH


HIGH WATER 8
JANUARY 1953
(over RR track)
WELL GRAVELED PRIVATE ROAD
CO DOCK
61+08.04 P.T.
(DREDGED SAND FILL)
PROPOSED SITE #3
1010 C.Y. to fill to elev. 8.0
5630 C.Y. to fill to elev. 9.0
5°C
Δ = 25°41½'
L = 513.83
DITCH
55+71.21 P.C.
321
BOLON ISLAND TIDEWAYS PARK
(HILLY, TIMBERED LAND)
ANCE STATION
ECTION
WAY
200'
567+03.45 P.S.


SHORELINE DRIVE-IN THEATER
(DREDGED SAND FILL)
HIGH WATER 8.3
JANUARY 1953
(8" above Shoreline floor)
APPROX. PROP. LINE AS PER CALLS IN DEED
APPROX. PROP. LINE AS BUILT & APPARENTLY INTENDED
DRAINAGE DITCH
6' BOTTOM
(DREDGED SAND FILL)
HIGH WATER 8.8
JANUARY 1953
(8" over RR track)
WELL GRAVELED PRIVATE ROAD
NAV. CO
TER DOCK
N
61+08.04 P.I.
30'
PROPOSED SITE N 3
1010. C.Y. to fill to elev. 8.0
5630. C.Y. to fill to elev. 9.0
(DREDGED SAND FILL)
5°C
Δ=25°


5°C
644+23 P.C.
N 55°32' W
HIGH WATE
JANUARY
(6" over RR t
N
W
TO UMPQUA NAV. CO.
DEEP WATER DOCK
N

FORM E-30 20M 9-51 52315

10-3419

4431

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 1, 1954

SUBJECT:

To: J. C. Chapman
Resident Engineer

Dear Sir:

I attach hereto a sketch of Bolon Island on which I have located three possible sites for maintenance station quarters. Please make a survey thereof, making ties, securing topography both physical and artificial, and return to this office at your earliest convenience.

The field crew should be able to do this work in not to exceed two days, and it shall be charged to Prefix 5082-900.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

TE:gb
Encl.
cc: W. W. Stiffler
I. A. DeFrance
C. W. Parker

RECEIVED
JUL 6 1954
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. W. STIFFLER

RECEIVED
FOR FILING

58-2411
4451

Reedsport

June 30, 1954

Mr. Alfred A. Hear
City Manager
Reedsport, Oregon

Dear Sir:

Following our conference in your office with Mayor Lillebo and Howard Hinsdale, we left town after lunch with the following mutual understanding:

1. That, since that area in the vicinity of Blocks 62 and 65 is now classified as residential, it would appear that all of the undeveloped area between Scholfield and that lying westerly of US101 is desirable and will eventually be developed either as residential or small businesses catering primarily to the tourist industry, and that it would not be particularly desirable for the Highway Department to take advantage of your offer and locate our section maintenance headquarters in the above area.

2. One other desirable and appropriate location in the northeasterly section of the city, near the junction with the new route of the Umpqua Highway with Winchester Avenue, is involved in litigation where no decision could be expected for a year.

3. It was agreed that Mr. Edwards would work up two or possibly three plans, with appropriate estimates of cost, for the purchase and development of a building site at a location which could in the future accommodate a similar headquarters for Douglas County on Bolon Island, immediately north of the highway bridge which crosses over the branch line railroad serving the Long Bell Lumber Company in Gardiner. Our preference is for a site lying easterly of the highway. However, westerly of the highway would not be too objectionable.

When the above information is at hand, we may need the assistance of Mr. Parker to work out a deal with Mr. Hinsdale, which we could recommend to our Commissioners.

Will you please convey this information to the Mayor and give him my regards.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

cc Mr. I. A. De France
Mr. Tom Edwards
Mr. C. W. Parker

WWS:er

June 21, 1954

Mr. Alfred A. Rear
City Manager
Reedsport, Oregon

Dear Sir:

This will acknowledge your letter dated June 16 advising that the City of Reedsport is offering Blocks 62 and 65, Railroad Addition to the city of Reedsport, as a possible building site for a permanent maintenance station.

We are interested in the location and will arrange for an inspection and a conference with a representative of the City in the very near future.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:ter

cc Mr. I. A. De France
Mr. Tom Edwards
Mr. C. W. Parker

NOTED
W. W. STIFFLER

JOHN W. PURVIS
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT
REEDSPORT, OREGON

June 16, 1954

R.H. Baldock
State Highway Engineer
State Highway Bldg.
Salem, Oregon

Dear Sir:

I have been instructed by the common council of the City of Reedsport to offer blocks 62 and 65, Railroad addition to the City of Reedsport, to the Oregnn State Highway Dept. as a possible location for your maintenance station. Mr. Parker indicated in a conference held in Reedsport, that any piece of property in the proper location that could be developed at a cost equal to, or less than, the potential sale price of your present location would be acceptable.

If you are interested in this location, please advise.

Very truly yours,

Alfred A. Rear
Alfred A. Rear
City Manager

REFERRED TO
Stiffler
By State Highway Engineer

Please answer and tell them that you will be down and look over the property

RECEIVED
JUN 18 1954
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 1954
FOR FILING

10-3419
1-131

Salem, Oregon
March 8, 1954

Mr. I. A. De France

On Wednesday, March 3, a conference was held with the Reedsport City Council, Tom Lillebo, Mayor, presiding, with a round-table discussion as to their objections to our pursuing the further development and construction of a permanent maintenance headquarters building on our property in Block 57, railroad addition to the city of Reedsport.

The Council feel they have an obligation to the people in looking ahead some 15 years, wherein our headquarters would not be entirely desirable; also that our Block 57 is an attractive location for small businesses sometime in the future.

It was rather difficult to present any sound objections to the thinking of the Council; therefore, it was agreed that we would defer temporarily the construction of a permanent headquarters and in the meantime the Councilmen agreed to investigate all of the possible suitable building sites in the vicinity, and that Mr. Sothman and Mr. Morgan would confer with the Mayor and/or Councilmen in about 2 or 2½ weeks and investigate the suitability of any and all sites which the Council may suggest.

I am returning herewith your set of blueprints covering the proposed construction, upon which I have shown the location of the present equipment storage building, office building, and gas pumps. You will also note that the two streets bordering our property on the east and the south have been renamed.

W. W. Stiffler

WWS:er

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1954

SUBJECT: Reedsport Maintenance Building

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Office

Dear Sir:

Herewith copy of letter from George Sothman and Mr. Alfred A. Rear, City Manager of Reedsport, both relative to the vacation of the alley in Block 57, Railroad Addition to the City of Reedsport, the site of our maintenance headquarters in that city. It appears that the City council have denied our request that this alley be vacated.

Our Reedsport Maintenance headquarters was obtained with the help of the City of Reedsport and Douglas County for the specific purpose of establishing a Maintenance Station in 1934. In 1938 a triangular piece of this property was sold to the Reedsport School District No. 105 to square up their playground.

In 1948 Reedsport interests contacted the State Highway Commission relative to vacation of the premises in favor of a proposed War Memorial Building and Youth Center. The matter was considered by the Highway Commision June 28, 29, 1948 and they agreed to the vacation on condition the City re-establish our existing facilities (estimated as costing approximately $20,900) at some other location suitable to the Highway Commission (See attached letter of July 1, 1948).

Since the 1948 request, the City failed to take further action and as late as January 1953 we were advised they were no longer interested in the property. In view of the hazardous, unsafe condition of the building, it is felt necessary that we proceed with the construction of a standard fireproof maintenance building. There is approximately 1.24 acres in the site which is considered ample for a standard maintenance headquarters, although not large enough for paving crew set up and extensive rock storage piles.

The proposed location of the new building encroaches approximately 3 feet on the alley. In view of the City Council's refusal to take prompt action in the matter of vacating the alley, it will be necessary to move the building 3 feet to the southeast to clear the alley.

We are convinced the City Council will reconsider the matter at their leisure. The State Highway Commission has developed this site with City and County approval and at their invitation. They are morally obligated to clear up all restrictions to our unhampered use of the property, even including the

file

NOTED
W. W. STIFFLER

vacation of the alley, subject to such reservation as they wish to specify concerning access to the City sewer located thereon. It can be pointed out that this alley is already blocked by the school property west of our site.

We recommend that we proceed with the construction of the maintenance building at Reedsport as planned moving the same 3 feet to the south so that none of the building will be located upon the alley.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db
Enclosures
cc-

FORM E-50 25M 8-50 40300

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 10, 1954

SUBJECT:

To:

Mr. Tom Edwards
Division Engineer
Roseburg, Oregon

Dear Sir:

Attached is a letter which I received from Alfred A. Rears, City Manager of Reedsport in connection with our request for the vacation of the city alley through our maintenance site in Reedsport.

Yours truly,
Geo Sothman
George Sothman
Dist.Maint. Supt.

GS:jt

Encl.

JOHN W. PURVIS
CITY ATTORNEY

H. M. McCABE
CHIEF OF POLICE

TOM LILLEBO
MAYOR

ART TOLLEFSON
WATER SUPT.

I. G. JOHNSON
RECORDER

CITY OF REEDSPORT

REEDSPORT, OREGON

February 9, 1954

Mr. George Sothman
District Maintenance Sup't.
Oregon State Highway Dep't.
Roseburg, Oregon

Dear Sir:

Reference is made to your letter of January 14 requesting the vacation of the alley in Block 57, Railroad addition to the City of Reedsport.

The subject was brought to the attention of the Council at their February 8 meeting. After considerable study on the matter it was decided to deny the request for the vacation of the alley.

It is the earnest desire of the council that no permanent installation be made at this time. The council hoped that a more desirable permanent location could be found not so close to the school and residential area.

Very truly yours,

Alfred A. Rear
Alfred A. Rear
City Manager

RECEIVED
FOR FILING
FORM E-30 25M 9-51 52318

10 - [illegible]
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1953

SUBJECT: Proposed new building at Reedsport

To: Mr. G. S. Paxson
Assistant State Highway Engineer
Office

Dear Sir:

The 1954 Maintenance Station Improvement budget includes an item to construct a standard block masonry maintenance building at Reedsport. It is proposed to build a structure similar to that constructed at Winston, 32' deep with 4 standard bays and a shop unit, ordinarily 78'8" long. However, we would like to request that additional space be provided between the wall and the door at both ends of the cold storage section. The present distance at this location is now 8". We would suggest that this be increased to 24" more or less.

We find that the maintenance crews invariably utilize the end walls of the cold storage bay section for the storage of signs, tires, barrels and miscellaneous items and reduce the interior area to less than that of the doors provided restricting the use of both end bays.

We attach hereto a copy of a letter from Mr. Sothman and a map showing the proposed location of a building on the property now occupied and used as a maintenance headquarters in Reedsport. We have requested Mr. Edwards to arrange with the City of Reedsport for the official vacation of the alley. The building has been moved from its original proposed location to one 5' from the south property line and 15' from "H" Street.

We believe the map shows all necessary details concerning sewer, water main and power. Mr. Sothman states in his letter that the power company will build a new connection to the south end of the new building. The floor elevation should be 9.0.

Our estimate of cost is as follows:

32'x82'- 2624 square feet at $5.00 - -	$13,120
12½% for Engineering and Contingencies	1,640
Total	$14,760

Plus $3,240 for State Force work,
making a total of $18,000.

The budget item is $18,000.

NOTED
W. W. STIFFLER

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:db Encls.
cc- W. W. Stiffler ✓
Tom Edwards

FORM-E 30X 10M 8-47

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1948

SUBJECT:

To: Mr. E. A. Collier
Maintenance Engineer

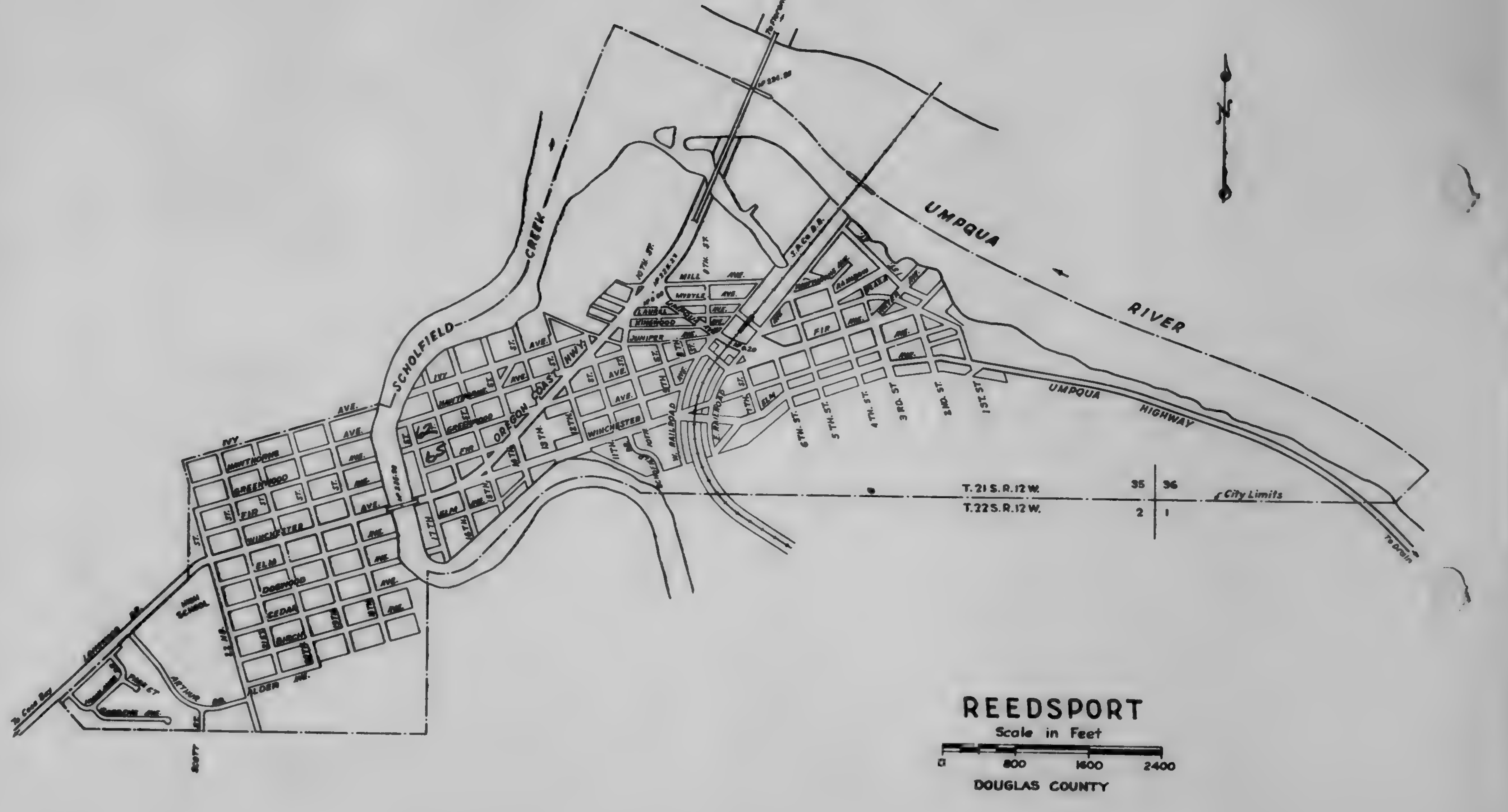
At the Commission meeting June 28-29 a request from the City of Reedsport that the Commission make available to the City the property in Reedsport now utilized as an equipment storage headquarters was considered.

The State Highway Engineer reported that the current replacement cost of our facilities would total approximately $20,900 and recommended that the City secure some other site.

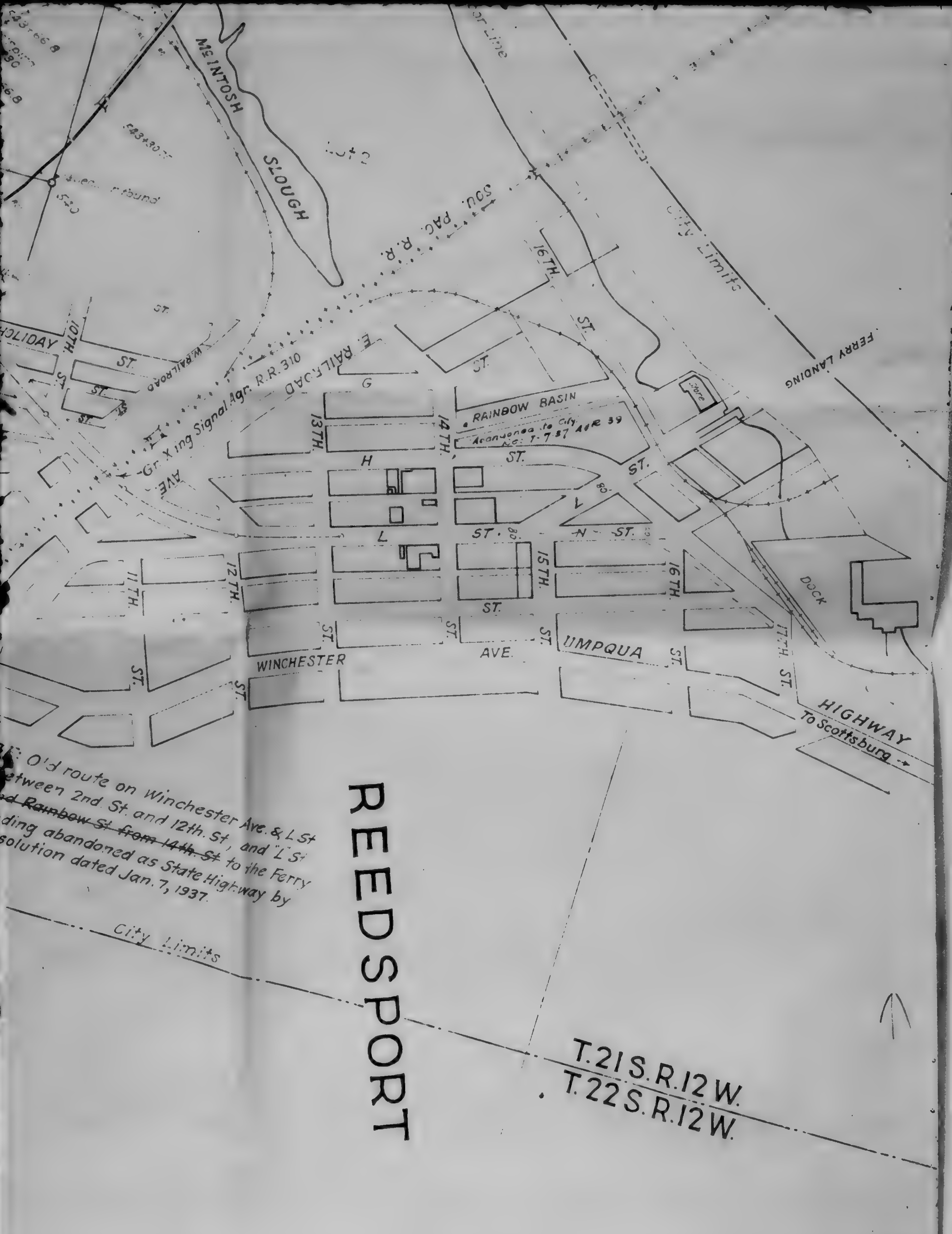
The Highway Commission appeared agreeable to making the property available to the City for the construction of their war memorial provided that the City would agree to reestablish our existing facilities at some other location suitable to the Highway Commission. The City officials will be advised accordingly by Mr. Glaisyer. The next move is up to the City.

W. W. Stiffler

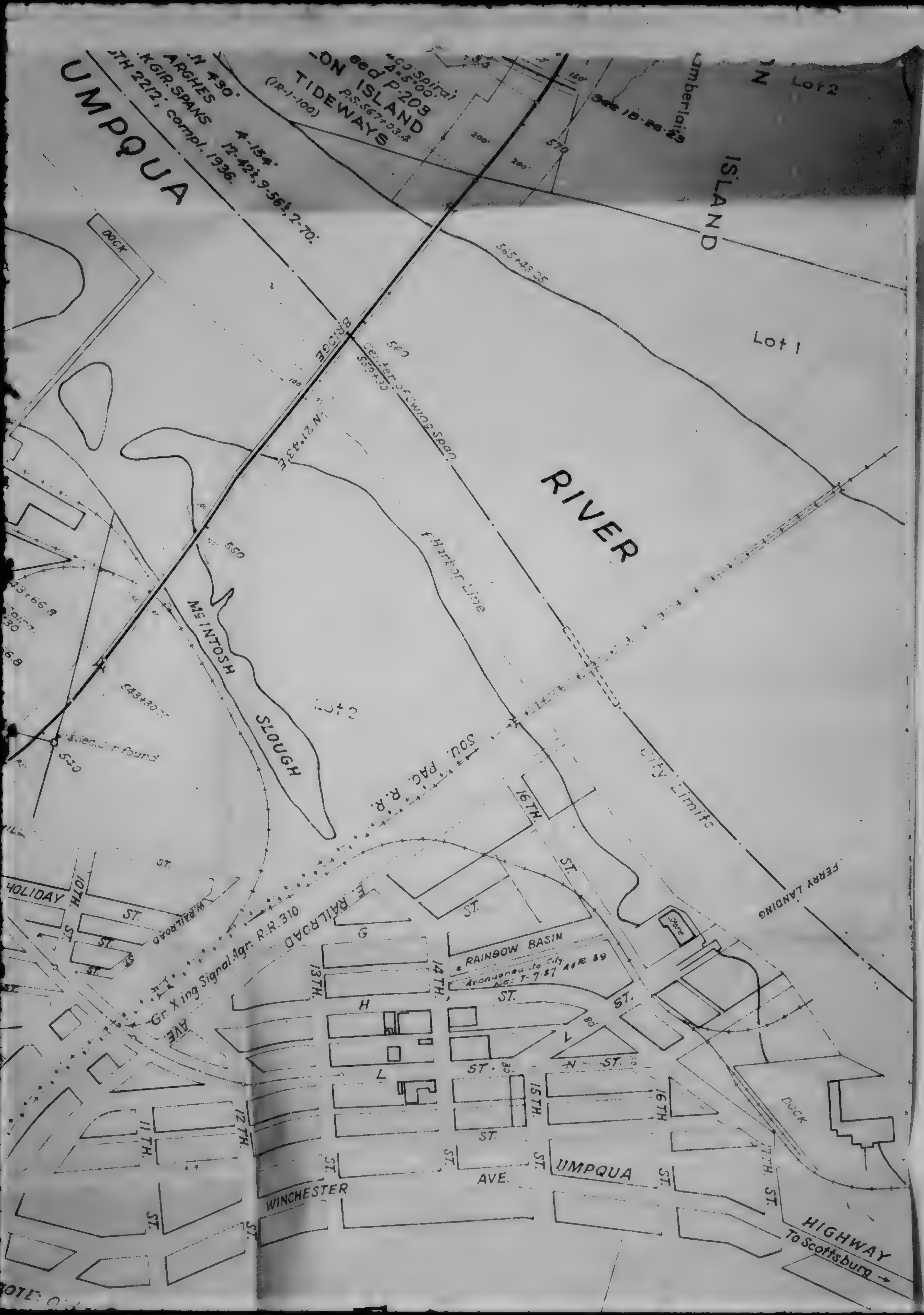
WWS:ew

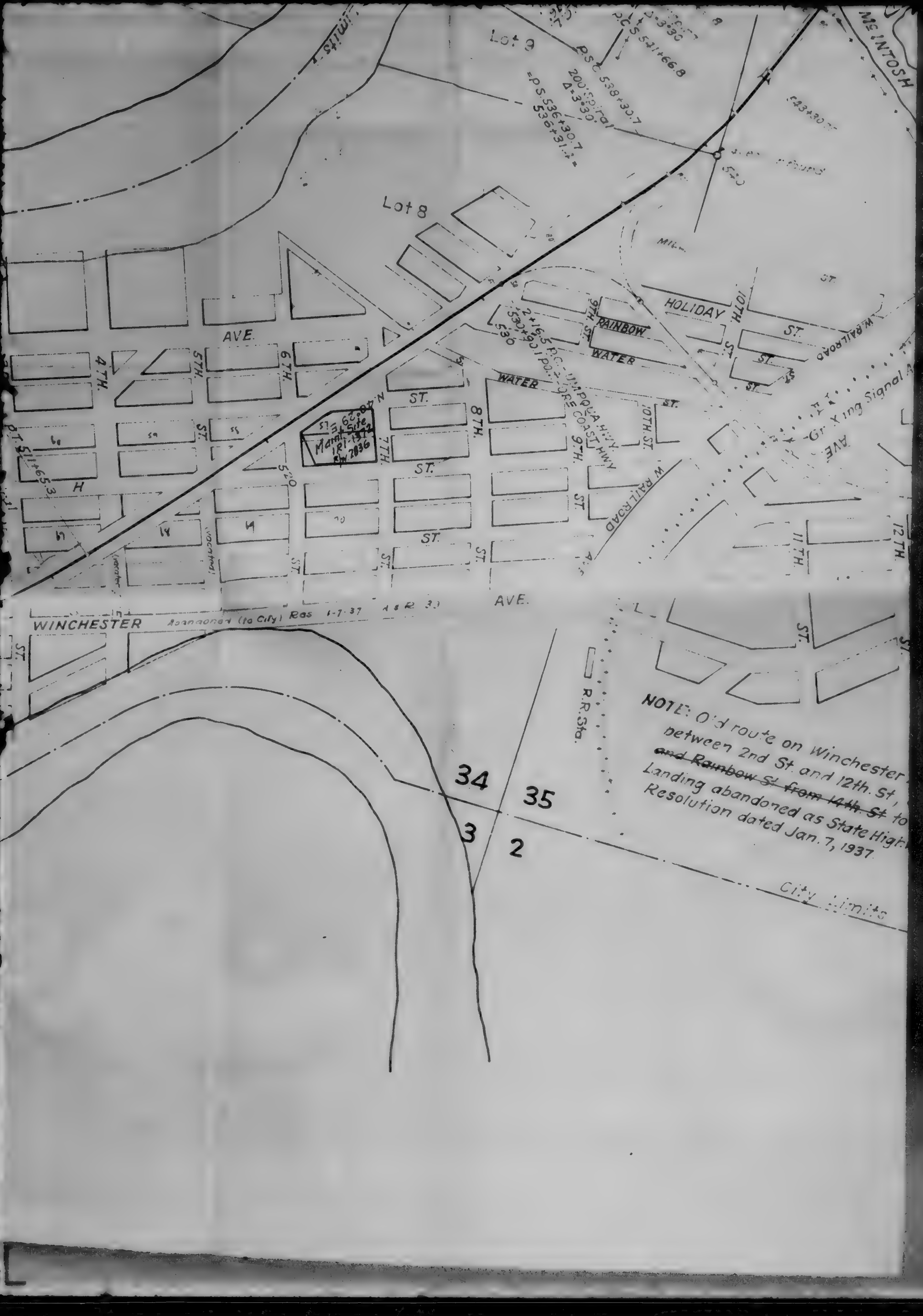

N
UMPQUA RIVER
UMPQUA HIGHWAY
SCHOLFIELD CREEK
OREGON COAST HWY.
S.P.Co R.R.
To Drain
To Coos Bay
City Limits
T. 21 S. R. 12 W.
T. 22 S. R. 12 W.
35
36
2
1
1ST. ST
2ND. ST
3RD. ST
4TH. ST.
5TH. ST.
6TH. ST.
7TH. ST.
8TH. ST.
9TH. ST.
10TH. ST.
11TH.
12TH.
13TH.
14TH.
15TH.
16TH.
17TH.
E. RAILROAD
W. RAILROAD
MILL AVE.
MYRTLE AVE.
LAUREL AVE.
KINGWOOD AVE.
JUNIPER AVE.
IVY AVE.
HAWTHORNE AVE.
GREENWOOD AVE.
FIR AVE.
WINCHESTER AVE.
ELM AVE.
DOGWOOD AVE.
CEDAR AVE.
BIRCH AVE.
ALDER AVE.
HIGH SCHOOL
ARTHUR RD.
PARK CT
SCOTT ST.
62
65
REEDSPORT
Scale in Feet
0
800
1600
2400
DOUGLAS COUNTY

Rev. 6-6-53


McINTOSH SLOUGH
Lot 2
SOU. PAC. R.R.
City Limits
FERRY LANDING
16TH.
ST.
HOLIDAY
10TH.
ST.
W. RAILROAD
Gr. X ing Signal Agr. R.R. 310
E. RAILROAD
AVE
G
13TH.
14TH.
RAINBOW BASIN
Abandoned to City No. 7-7-37 Agr. 39
H
ST.
Store
L
ST.
N
11TH.
12TH.
15TH.
16TH.
DOCK
17TH.
UMPQUA
WINCHESTER
AVE.
HIGHWAY
To Scottsburg
REEDSPORT
City Limits
T.21 S. R.12 W.
T.22 S. R.12 W.

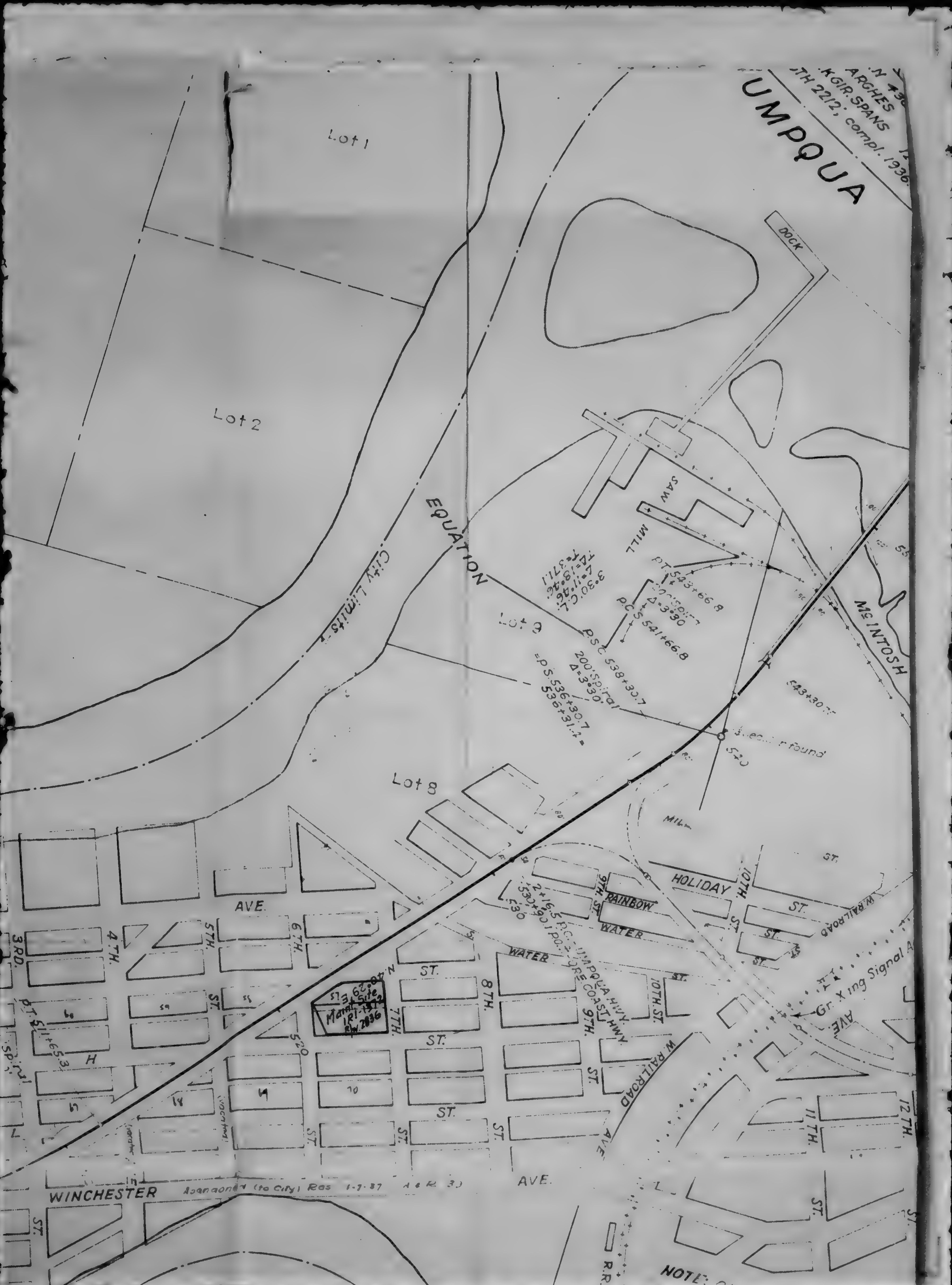
: Old route on Winchester Ave. & L St
etween 2nd. St. and 12th. St, and "L" St
~~d Rainbow St. from 14th. St~~ to the Ferry
nding abandoned as State Highway by
solution dated Jan. 7, 1937.

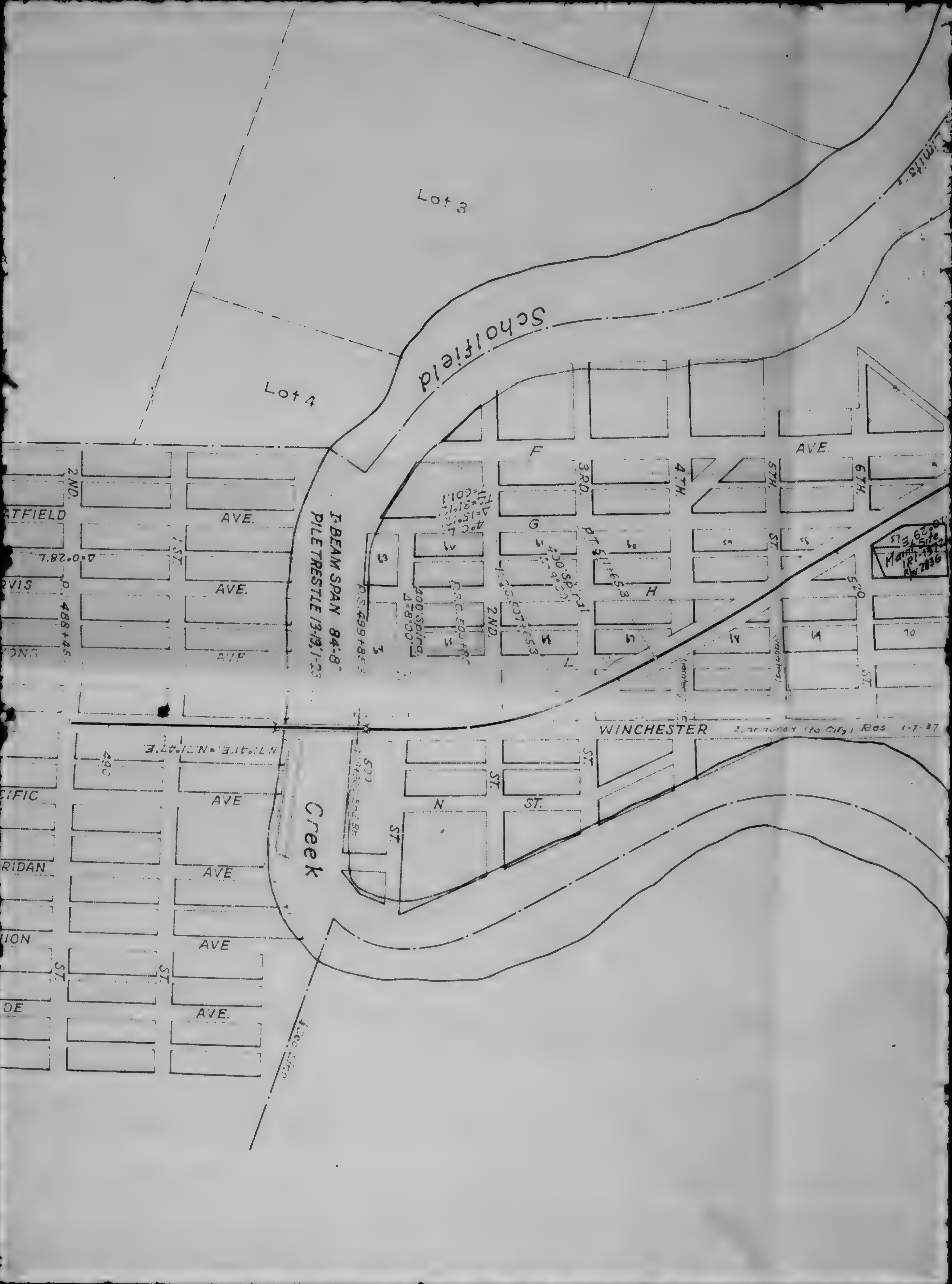

UMPQUA
RIVER
N 430'
ARCHES
K GIR. SPANS
TH 2212', compl. 1936.
4-154'
12-42', 9-56', 2-70'
A=5°00'
See P.203
LON ISLAND
TIDEWAYS
R.S. 567+03.4
(IR-1-100)
Lot 2
ISLAND
565+23.25
570
Lot 1
BRIDGE
560
Center of Swing Span
N.21°43'E
550
Harbor Line
McINTOSH
SLOUGH
Lot 2
543+30
Section found
540
SOU. PAC. R.R.
City Limits
FERRY LANDING
DOCK
Store
16TH
ST.
HOLIDAY
10TH
ST.
W. RAILROAD
E. RAILROAD
Gr. X ing Signal Agr. R.R. 310
AVE
G
RAINBOW BASIN
Abandoned to City
13TH
14TH
H
ST.
L
N ST.
11TH
12TH
15TH
16TH
17TH ST.
UMPQUA
AVE.
WINCHESTER
Dock
HIGHWAY
To Scottsburg →

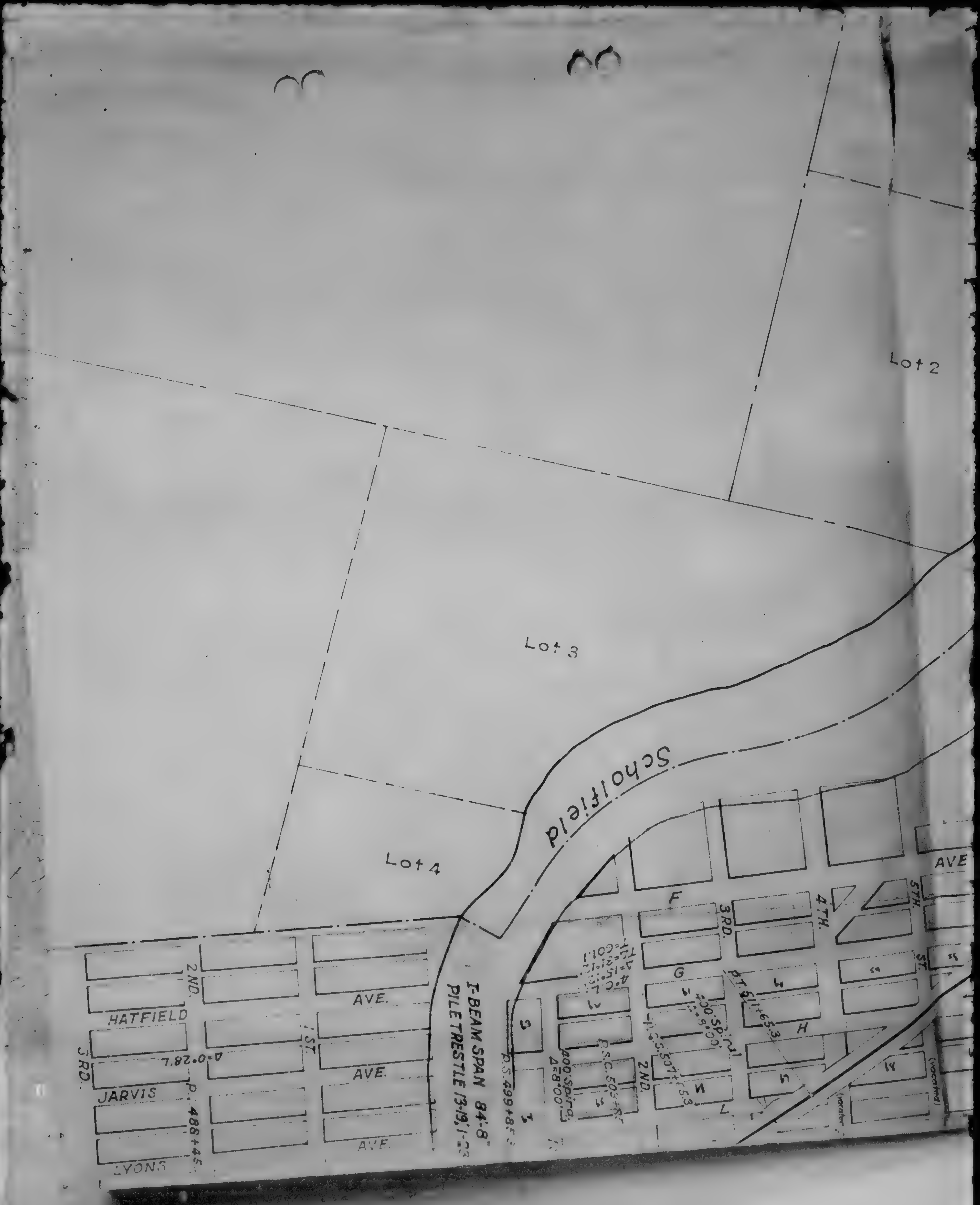


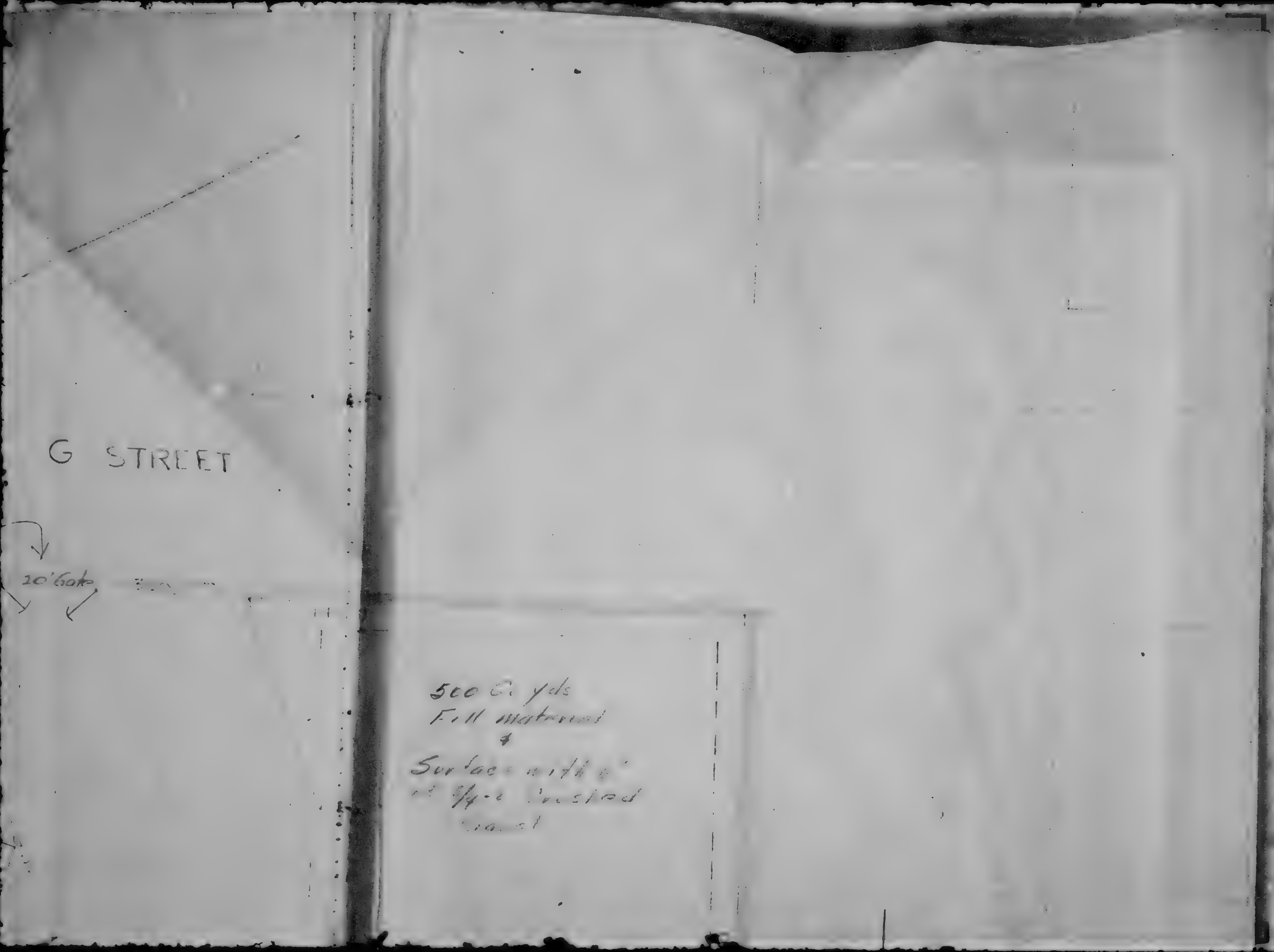
Lot 9
P.S.C. 538+30.7
P.C.S. 541+66.8
Δ=3°30'
200' Spiral
Δ=3°30'
=P.S. 536+30.7
536+31.1=
McINTOSH
543+30.7
540
Lot 8
MILL
ST.
HOLIDAY
10TH
ST.
9TH. ST.
RAINBOW
WATER
ST.
W. RAILROAD
Gr. X ing Signal
AVE.
2+16.5 P.C.
530+90.1 P.O.T.
530
UMPQUA HWY.
ORE. COAST HWY.
WATER
ST.
10TH. ST.
9TH.
ST.
W. RAILROAD
AVE.
4TH.
5TH.
6TH.
ST.
N. 40°29' E
St. Site
Maint. Site
1R1-1372
Rw. 2836
7TH.
ST.
8TH.
ST.
ST.
520
P.T. 511+65.3
H
ST.
ST.
ST.
11TH.
12TH.
AVE.
WINCHESTER
Abandoned (to City) Res. 1-7-37
ST.
ST.
R.R. Sta.
34
35
3
2
City Limits

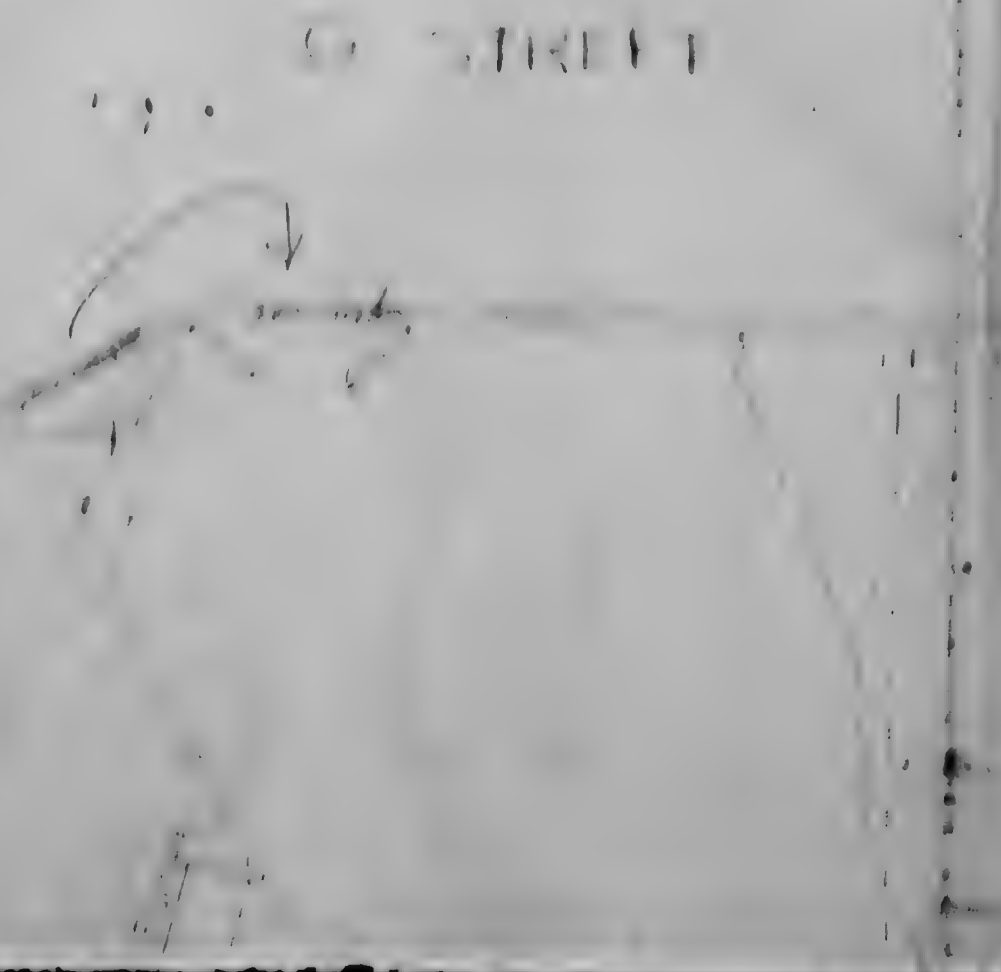
NOTE: Old route on Winchester
between 2nd St. and 12th. St,
~~and Rainbow St. from 14th. St~~ to
Landing abandoned as State High
Resolution dated Jan. 7, 1937.

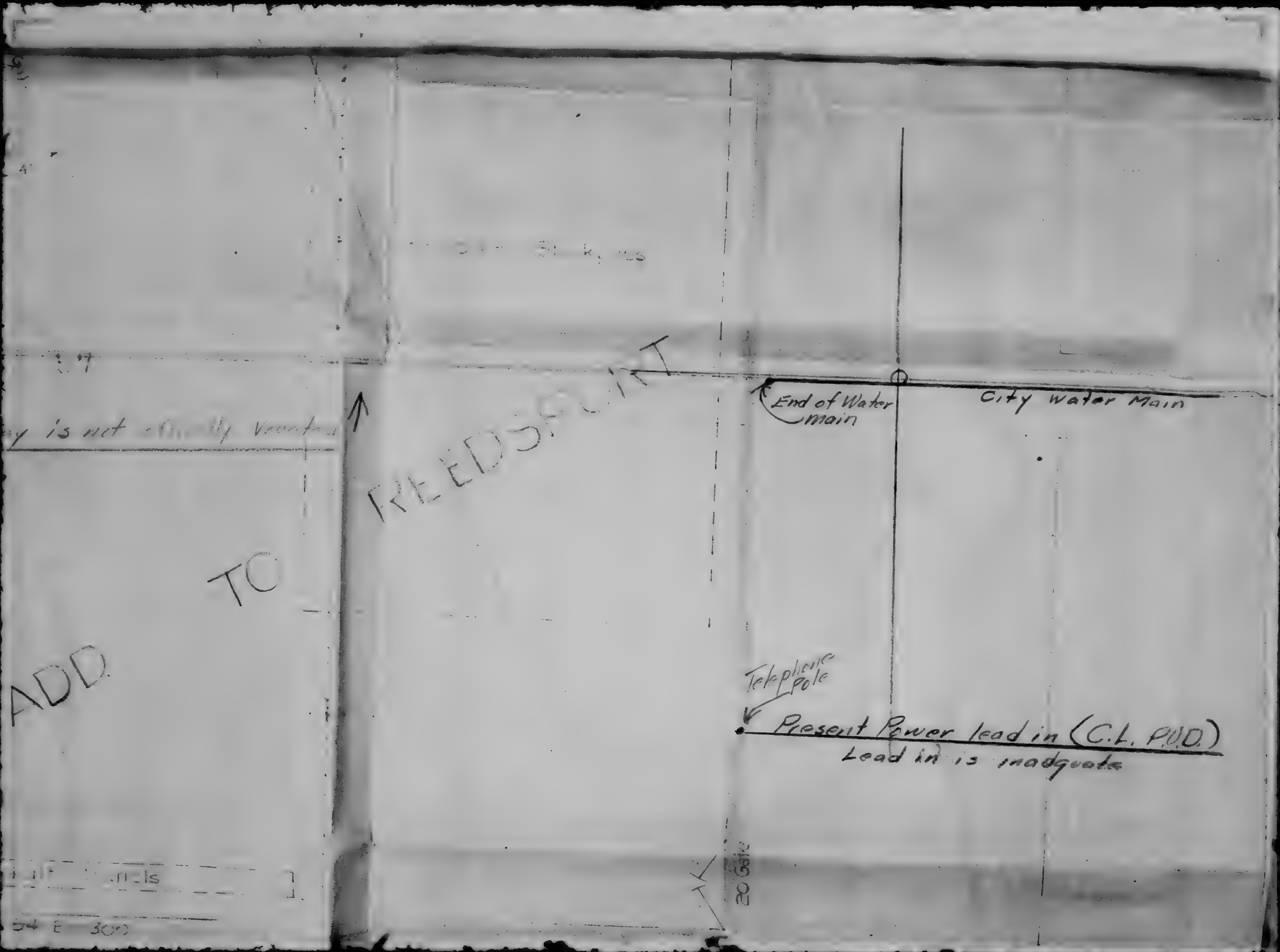

.N ★30
ARCHES
.K GIR. SPANS
.TH 2212, compl. 1936.
UMPQUA
DOCK
Lot 1
Lot 2
Lot 9
Lot 8
City Limits
EQUATION
SAW MILL
P.T. 543+66.8
200'Spiral
Δ=3°30
P.C.S. 541+66.8
3°30' C.
T=11.46
L.T.=371.1
P.S.C. 538+30.7
200' Spiral
Δ=3°30'
=P.S. 536+30.7
536+31.2=
543+30
found
540
Mill
M^c INTOSH
HOLIDAY
RAINBOW
WATER
WATER
ST.
10TH.
9TH. ST.
2+16.5 P.C. - UMPQUA HWY.
530+90.1 P.O. - ORE. COAST HWY.
530
W. RAILROAD
W. RAILROAD
AVE
Gr. X ing Signal A
AVE.
3RD.
4TH.
5TH.
6TH.
7TH.
8TH.
9TH.
10TH. ST.
11TH.
12TH.
P.T. 511+65.3
Spiral
H
N.40°29'E
Maint. Site
IRI-1372
R.W. 2036
520
70
WINCHESTER
Abandoned (to City) Res 1-7-37 A & R 3)
AVE.
NOTE
R.R.

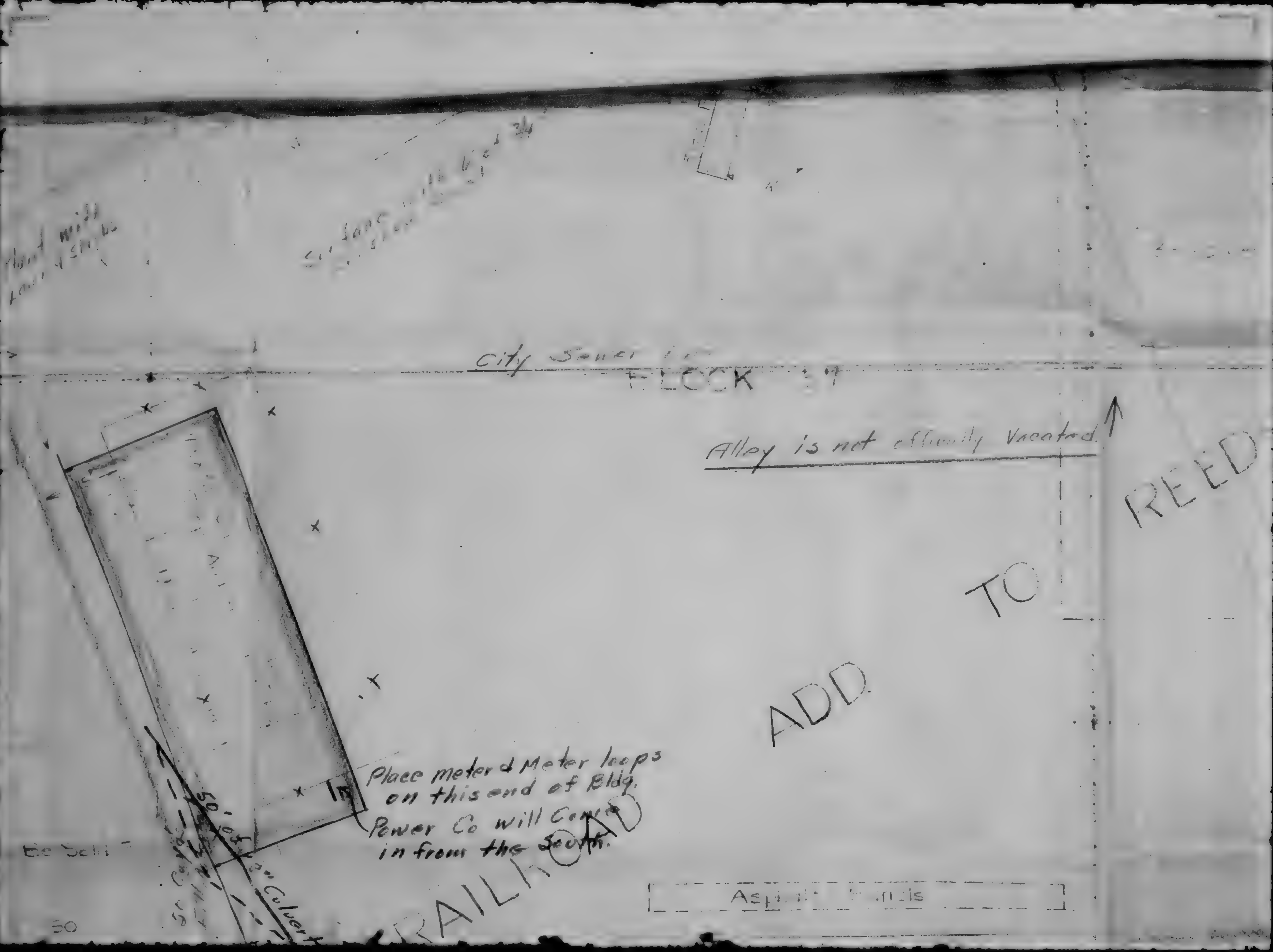

Lot 3
Lot 4
Scholfield
Limits
Creek
F
AVE.
2ND.
3RD.
4TH.
5TH.
6TH.
ATFIELD
AVE.
RVIS
AVE.
YONS
AVE.
1 ST.
G
H
L
ST.
I-BEAM SPAN 84'-8"
PILE TRESTLE 13-19', 1-23
P.S. 499+85
200 Spiral
Δ=8°00'
P.S.C. 503+85
P.T. 511+65.3
400 SP.ral
4°C.L.
Δ=15°
T.I.=601.1
2ND.
520
Manf. Site
IR1-1372
Rw. 2036
WINCHESTER
Annexed (to City) Res 1-7-37
vacated
vacated
N 17°47' E = N 17°47' E
P. 486+45
490
501
PACIFIC
AVE
N
ST.
ST.
ST.
RIDAN
AVE
NION
AVE
ST.
ST.
ADE
AVE.


Lot 2
Lot 3
Lot 4
Scholfield
HATFIELD
2ND.
AVE.
1 ST.
AVE.
3RD.
JARVIS
P. 488+45
AVE.
LYONS
I-BEAM SPAN 84'-8"
PILE TRESTLE 13-19', 1-23
P.S. 499+85
400' Spiral
Δ=8°00'
P.S.C. 503+85
F
G
3RD.
400' SP.iral
Δ=8°00'
P.S. 507+65.3
2ND.
P.T. 511+65.3
4.TH.
H
5TH.
ST.
AVE
(vacated)
(vacated)

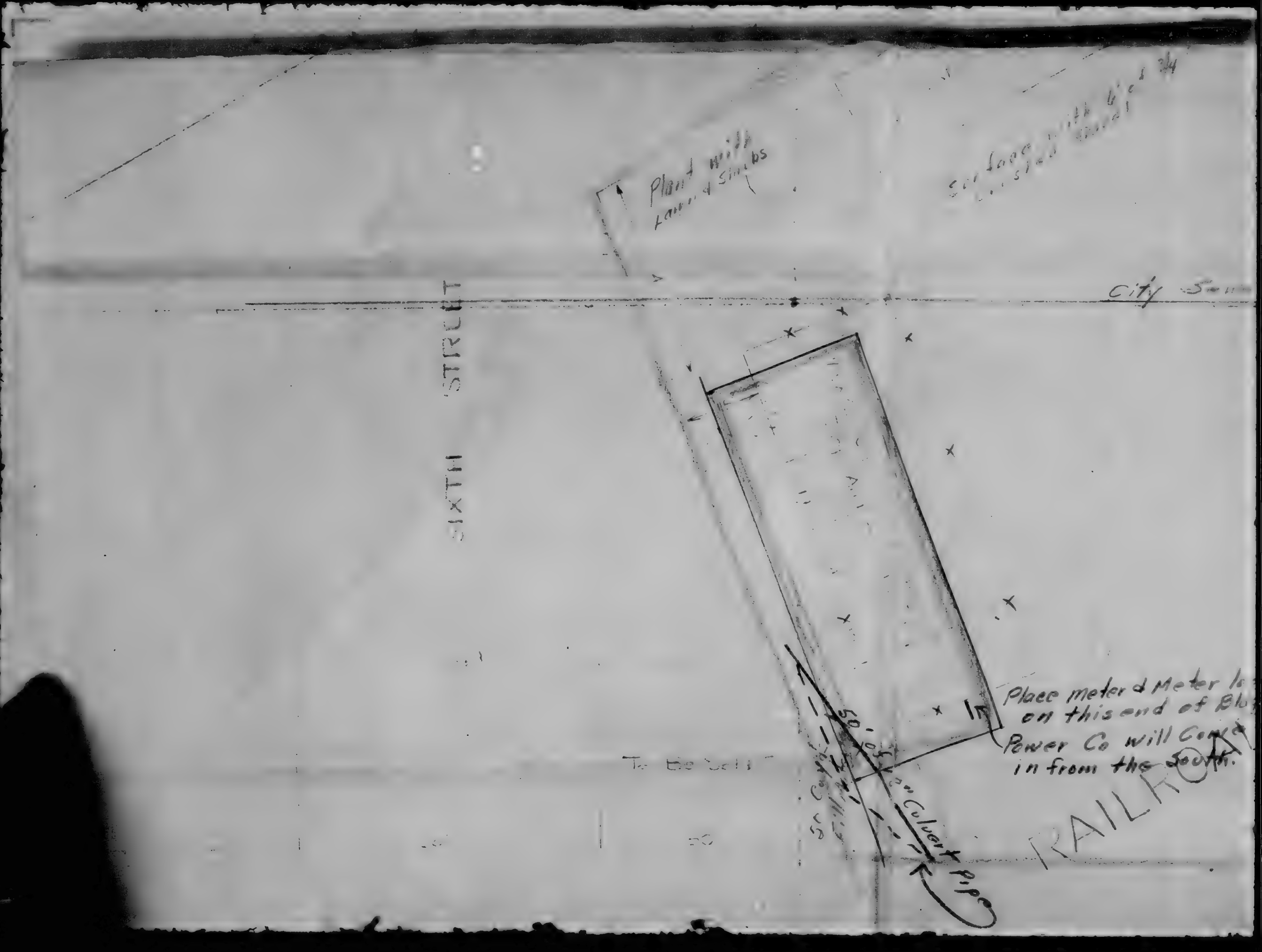

G STREET
20' Gate
500 C. yds
Fill material
&
Surface with 6"
of 3/4-in Crushed
Gravel


G STREET

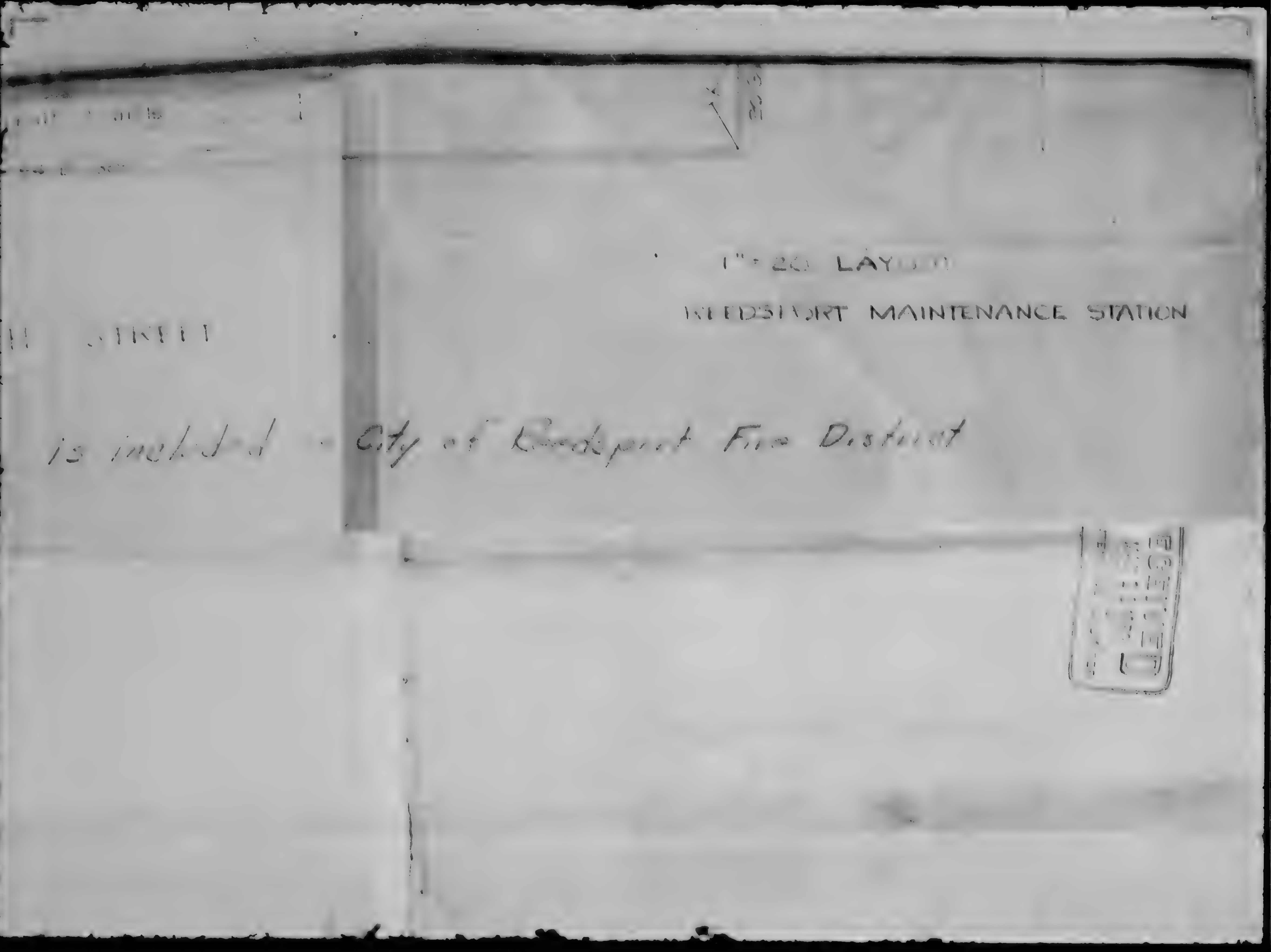

ADD. TO REEDSPORT
y is not actually vacated
20 Gate
End of Water main
City Water Main
Telephone Pole
Present Power lead in (C.L. P.U.D.)
Lead in is inadquate


City Sewer Line
BLOCK 37
Alley is not officially Vacated
REED
TO
ADD
RAILROAD
50'
Culvert
Asphalt
50

Place meter & Meter loops on this end of Bldg.
Power Co will Conn. in from the South.

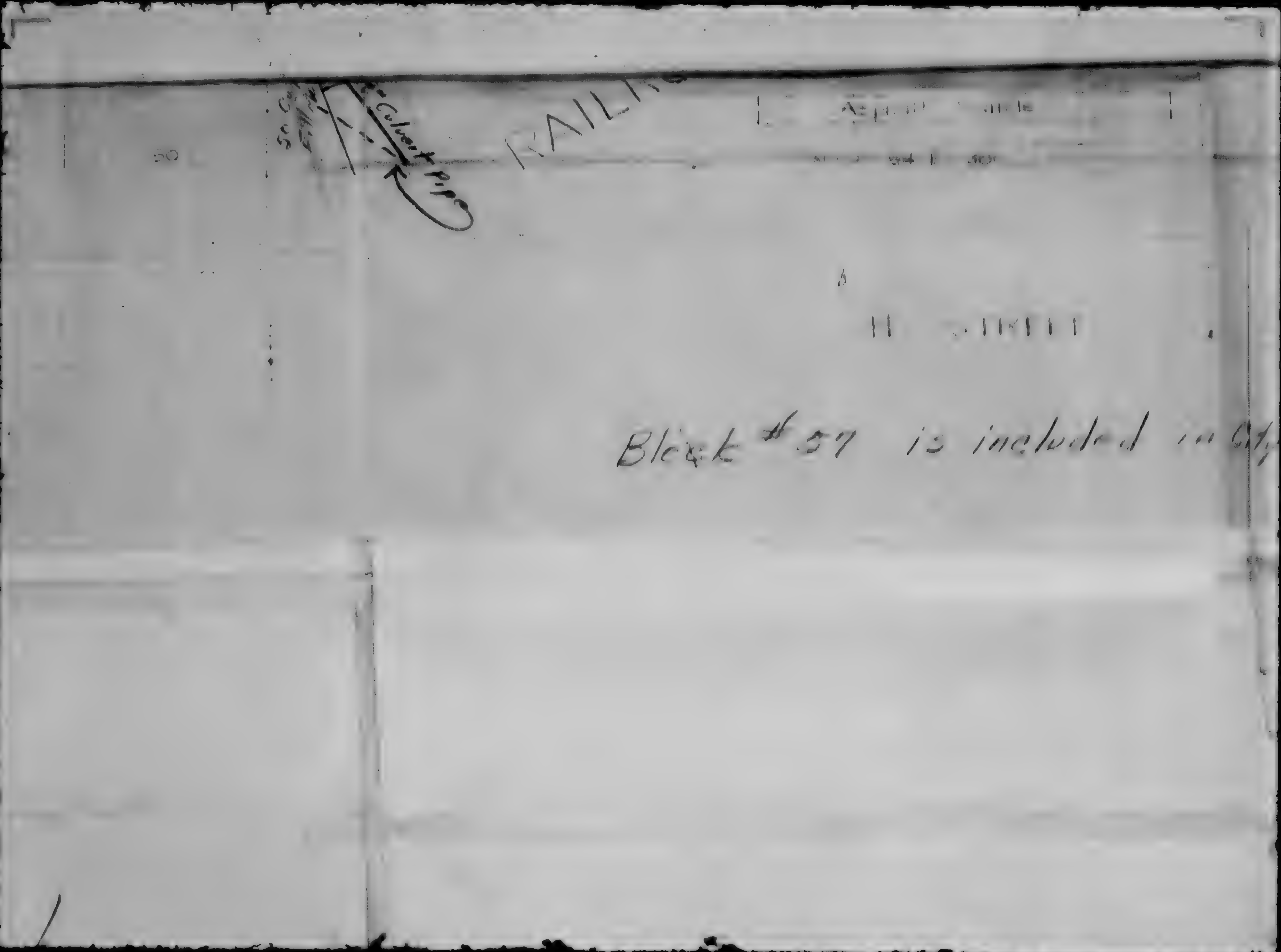

SIXTH STREET
Plant with Lawn & Shrubs
Surface with ... 3/4
City
50'
Culvert Pipe
To Be Sold
RAILROAD

Place meter & Meter lo
on this end of Bl
Power Co will Come
in from the South.

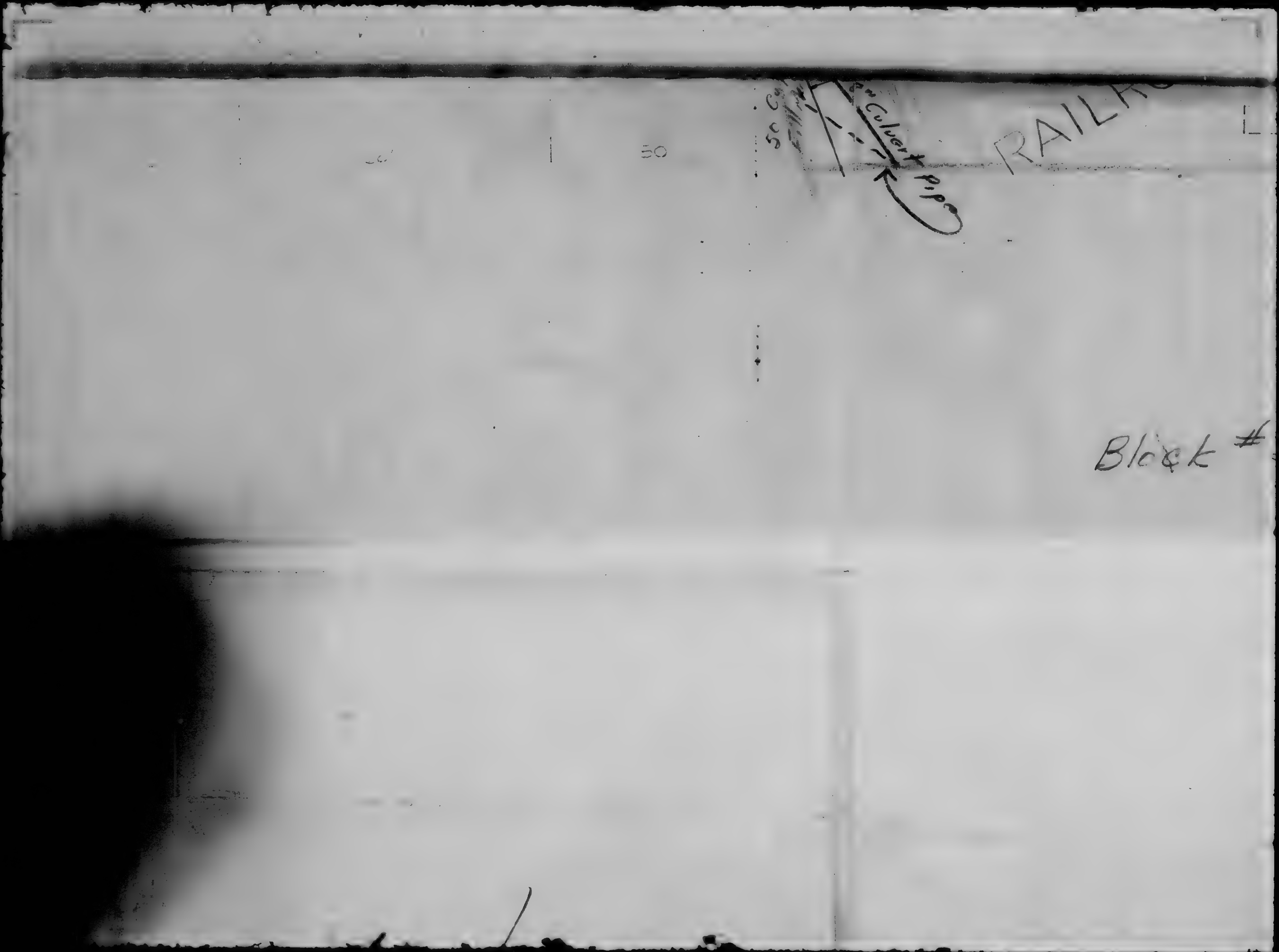


1"=20' LAYOUT
REEDSPORT MAINTENANCE STATION

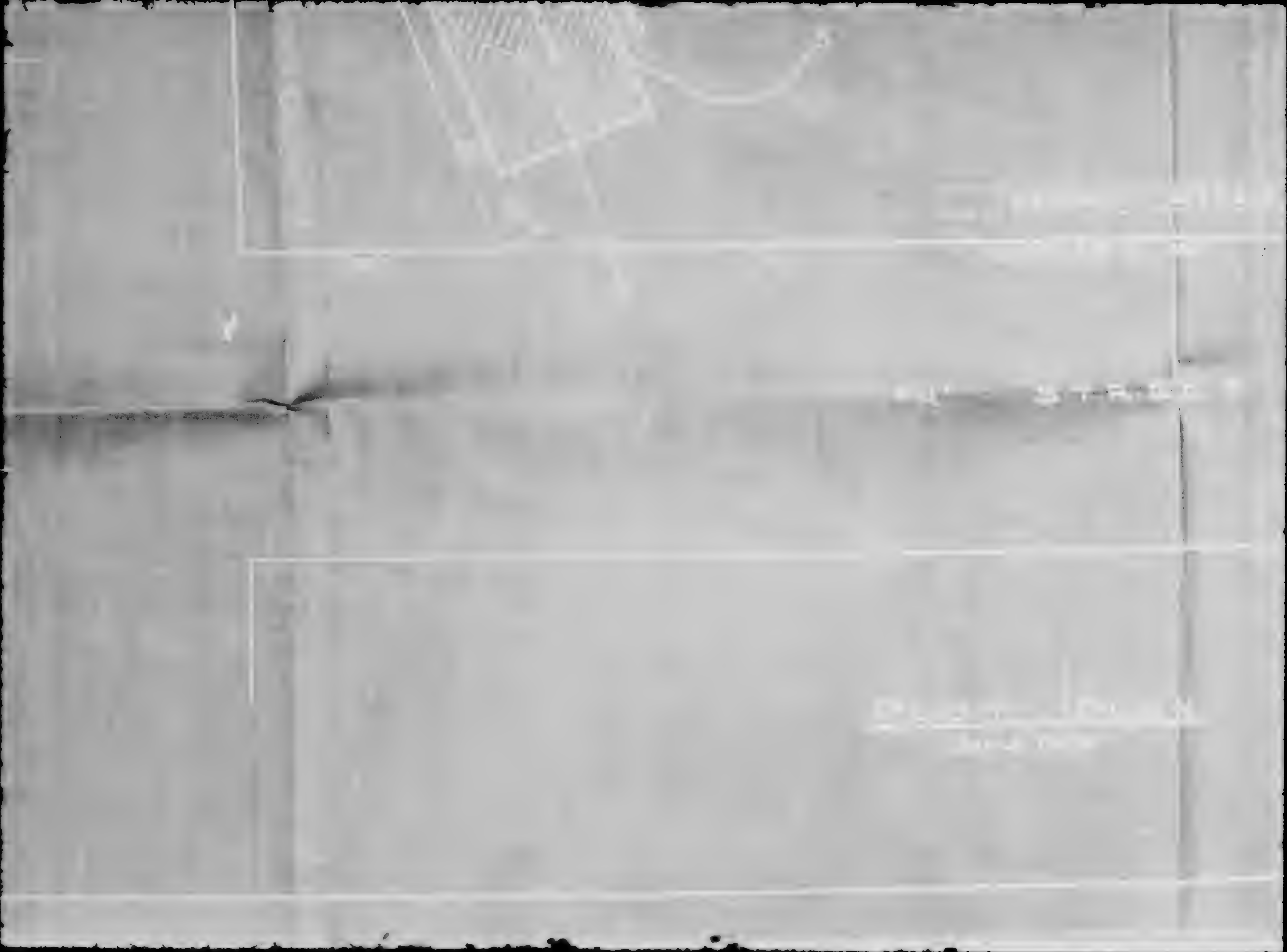
is included in City of Reedsport Fire District


50
Culvert Pipe
RAIL
H STREET

Block #57 is included in


50
50 Cu
Fill
Culvert Pipe
RAILRO
Block #

[illegible]
[illegible] COUNTY
SHEET 1 OF 4
[illegible]

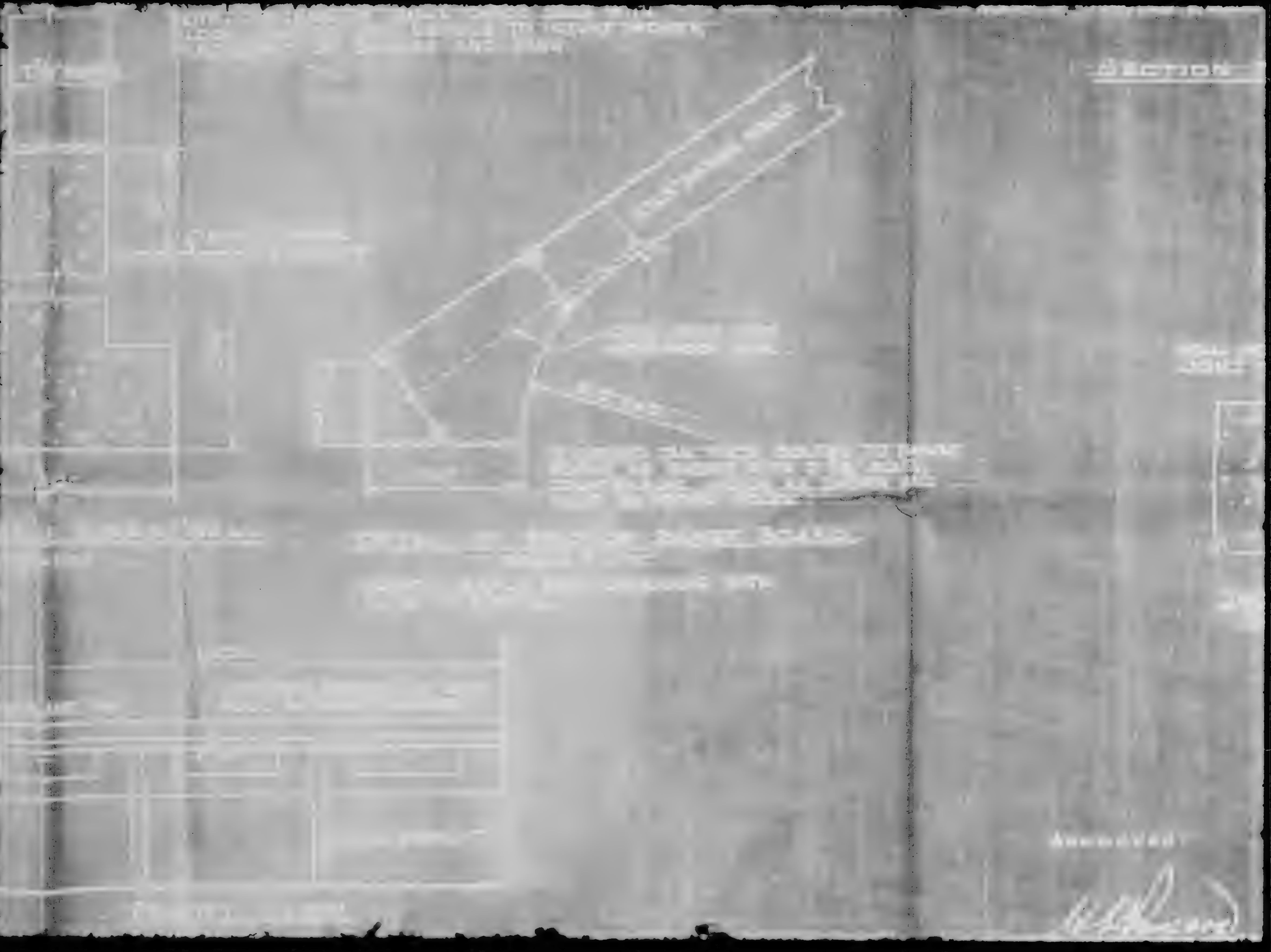

STREET

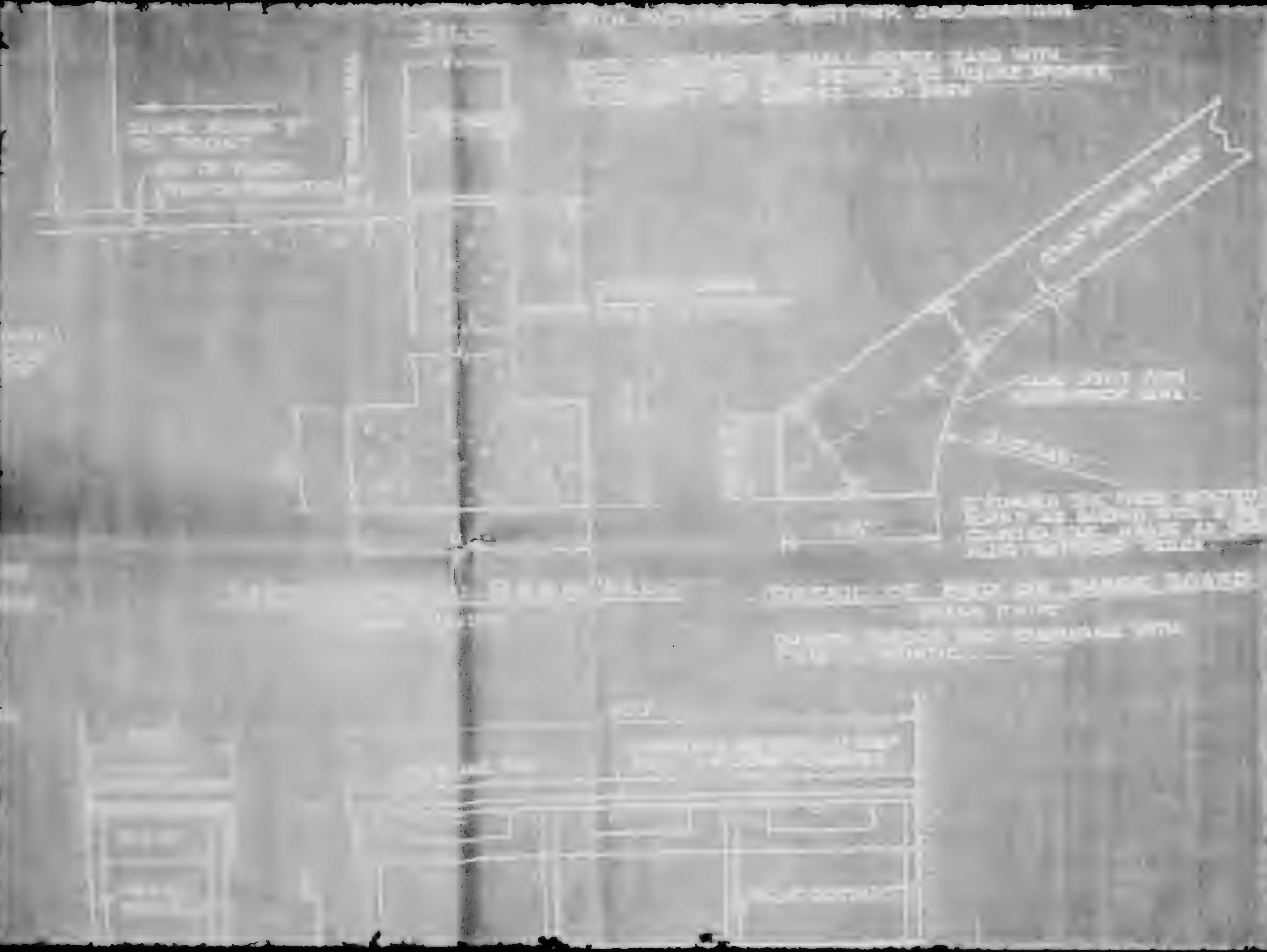
GENERAL NOTES:

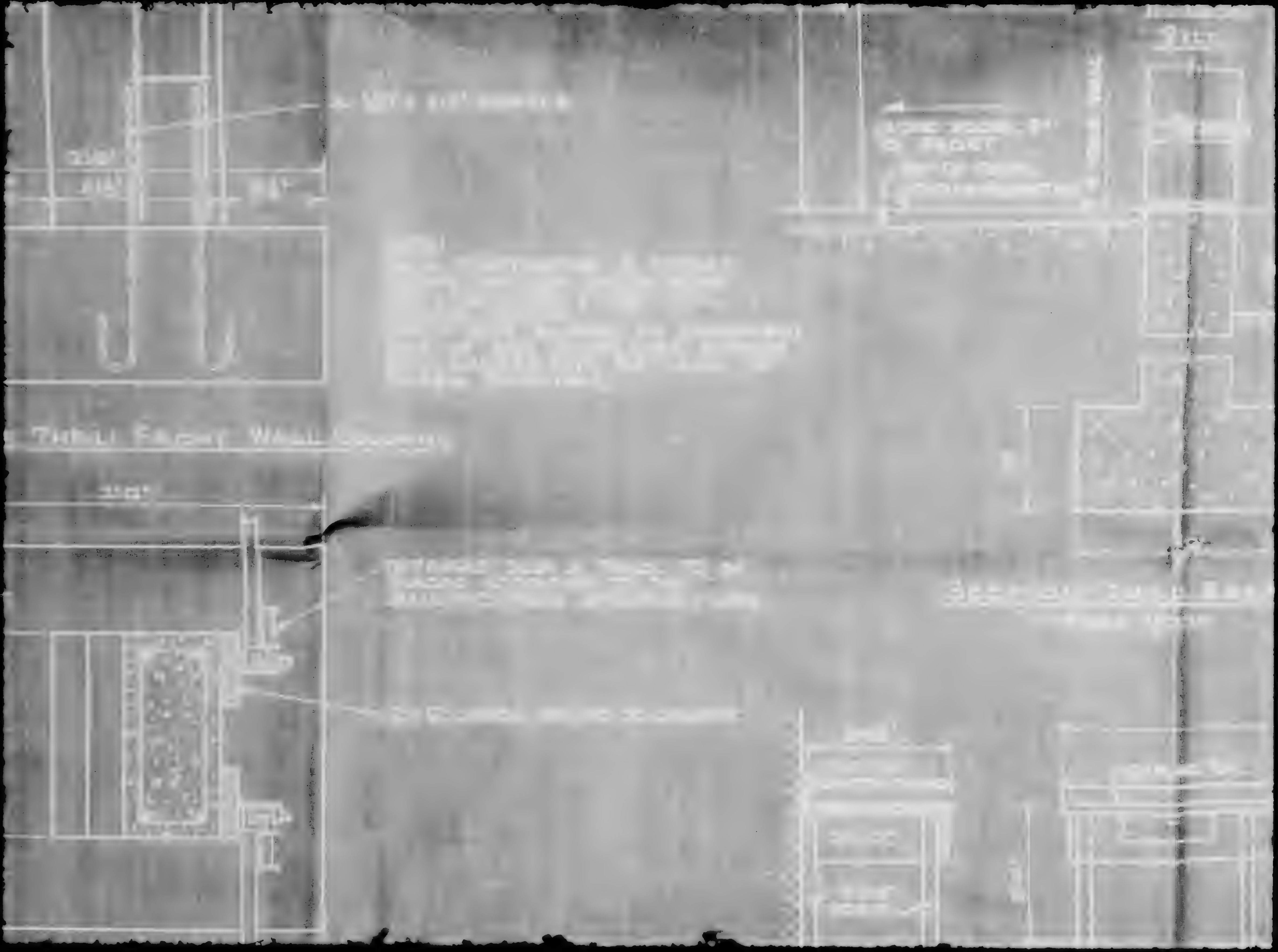
CONTOURS SHOWN ARE ELEVATION OF EXISTING GROUND.
FUTURE FINISH GRADE AT DOORS TO BE EL.6.83 AND
TOP OF FINISH SHOP FLOOR AT DOORS TO BE EL.9.[illegible]
THIS CONTRACT CONSISTS OF THE CONSTRUCTION OF
A 32'x 82'-0" MAINTENANCE BUILDING AND CONNECTING
[illegible] LINES AS SHOWN.
CONTRACTOR SHALL INSTALL ALL WIRING FOR BUILDING
INCLUDING SERVICE [illegible] THE SERVICE LINE
[illegible]
[illegible]
[illegible]
[illegible] IN THIS CONTRACT.

BLOCK 87
STREET

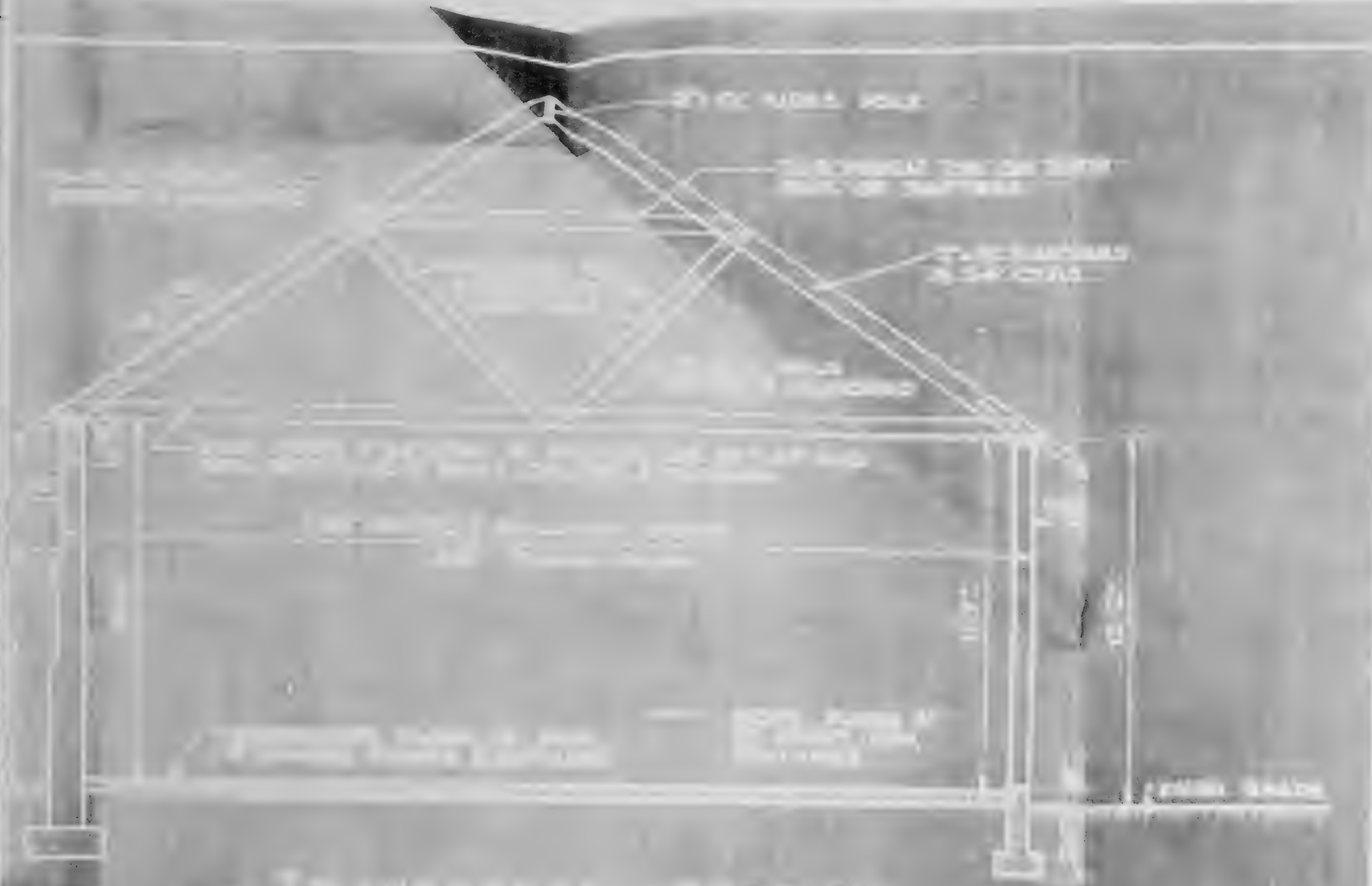
SECTION THRU
STANDARD DETAILS
FOR
MAINTENANCE BUILDINGS


SECTION
APPROVED:




THRU FRONT WALL

SECTION THRU FRONT WALL



TRANSVERSE SECTION

FINISH GRADE
FINISH GRADE
AT BLDG.

ROUND CORNER TO
FINISH GRADE
DOWEL BARS
CONTINUOUS
INTO CONCRETE COLUMN
CONCRETE

SECTION THRU ENTRANCE APRON

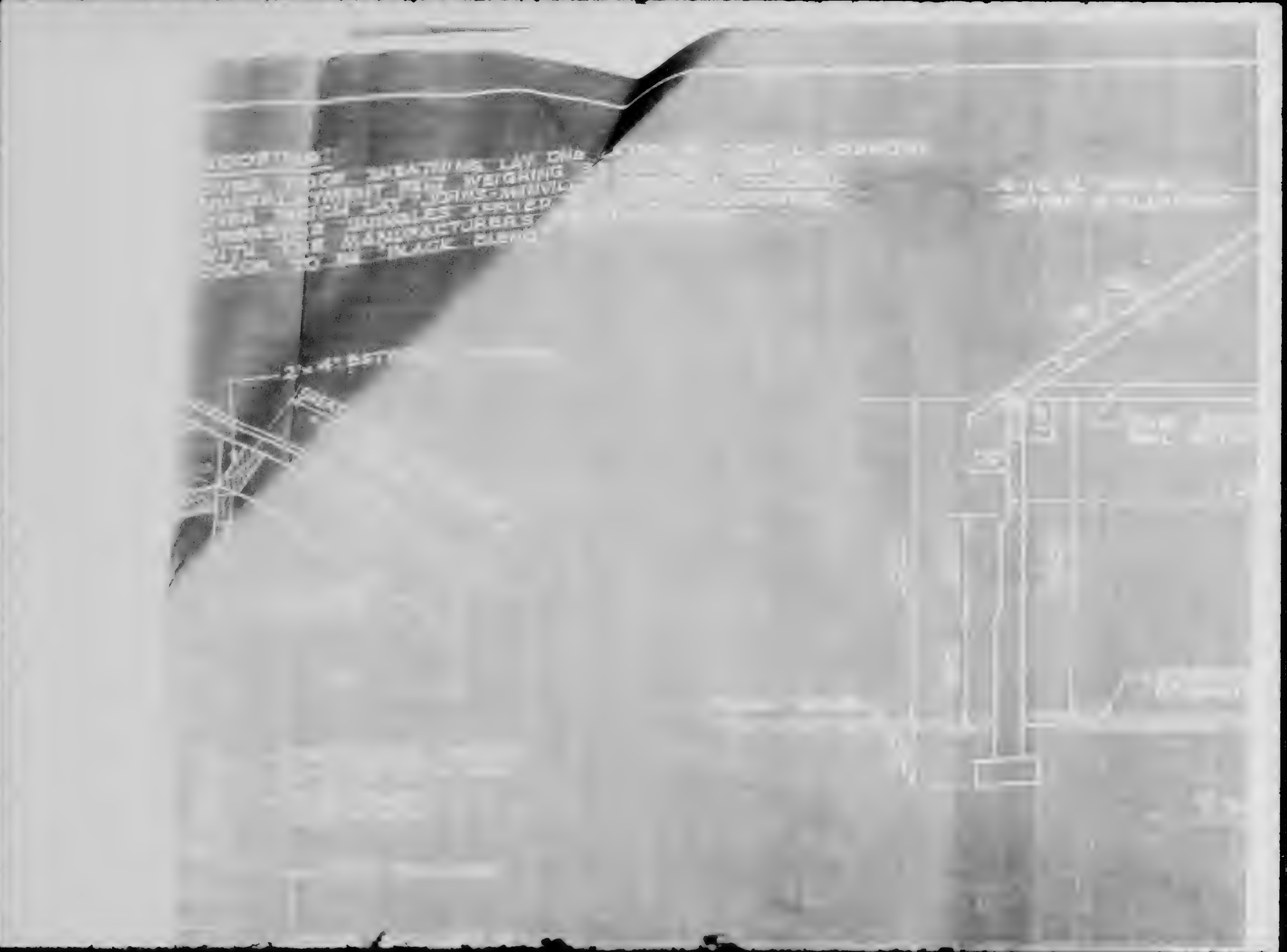
DEPARTMENT

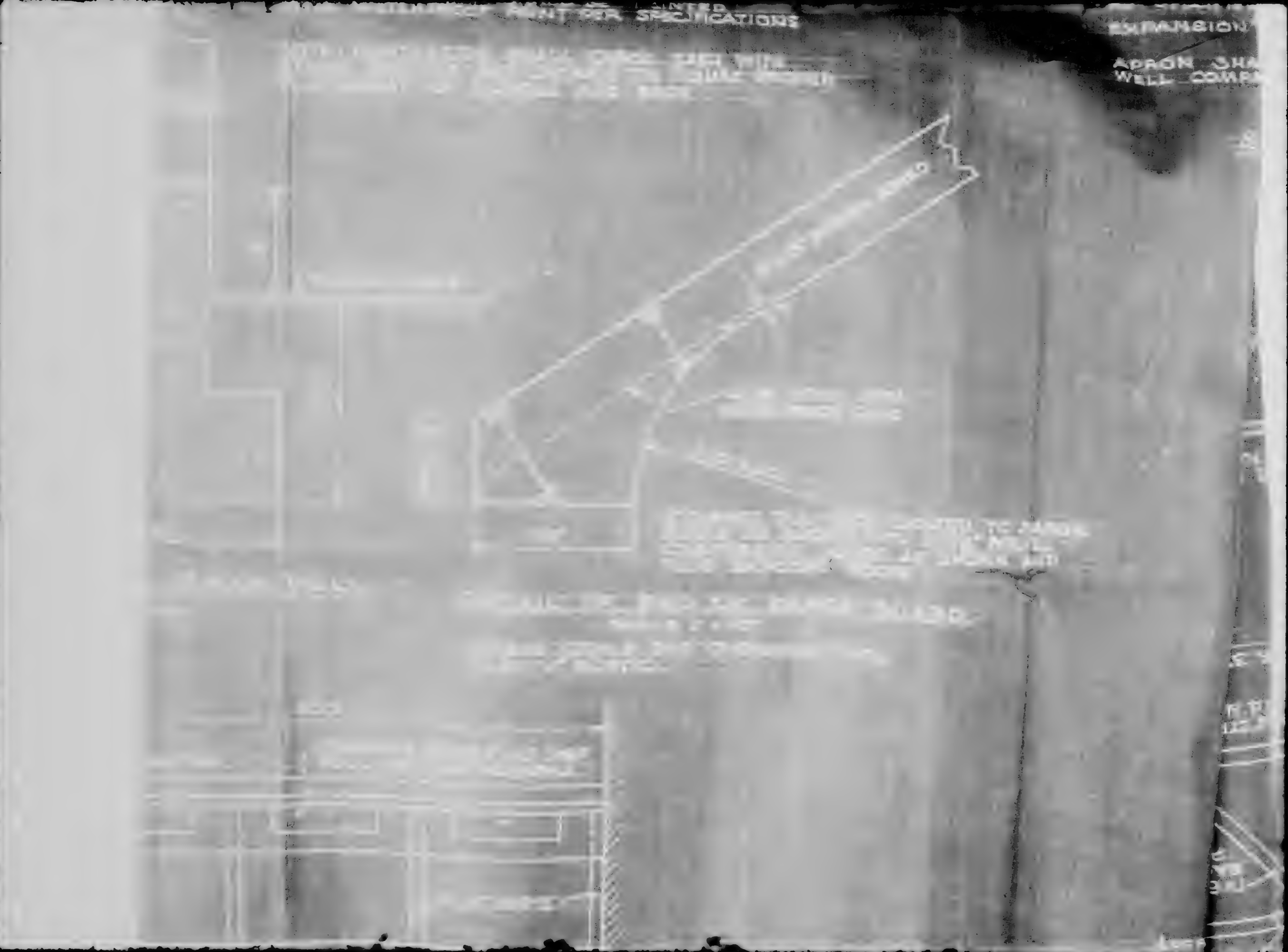
[illegible] DETAILS

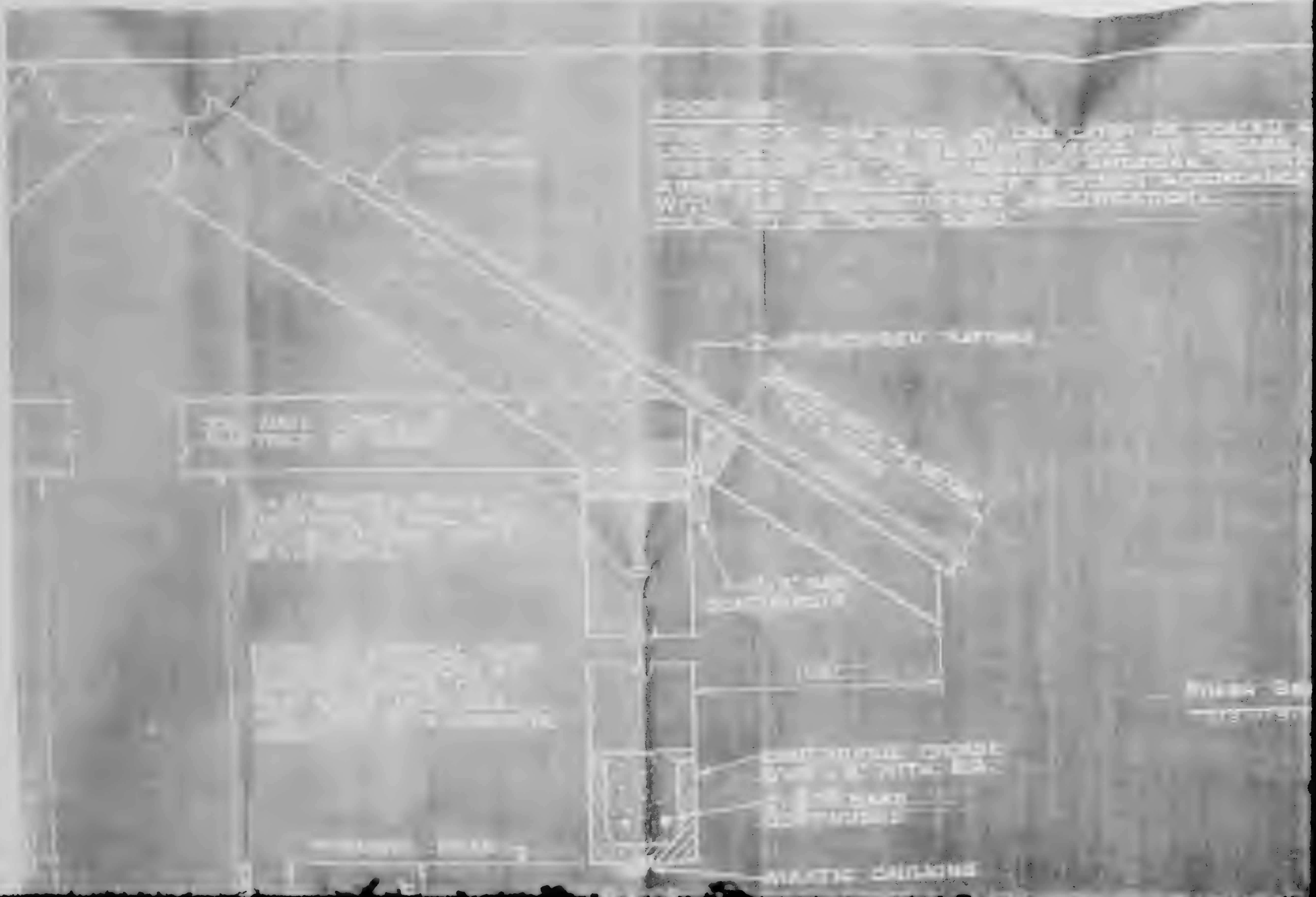
FOR

MAINTENANCE BUILDINGS

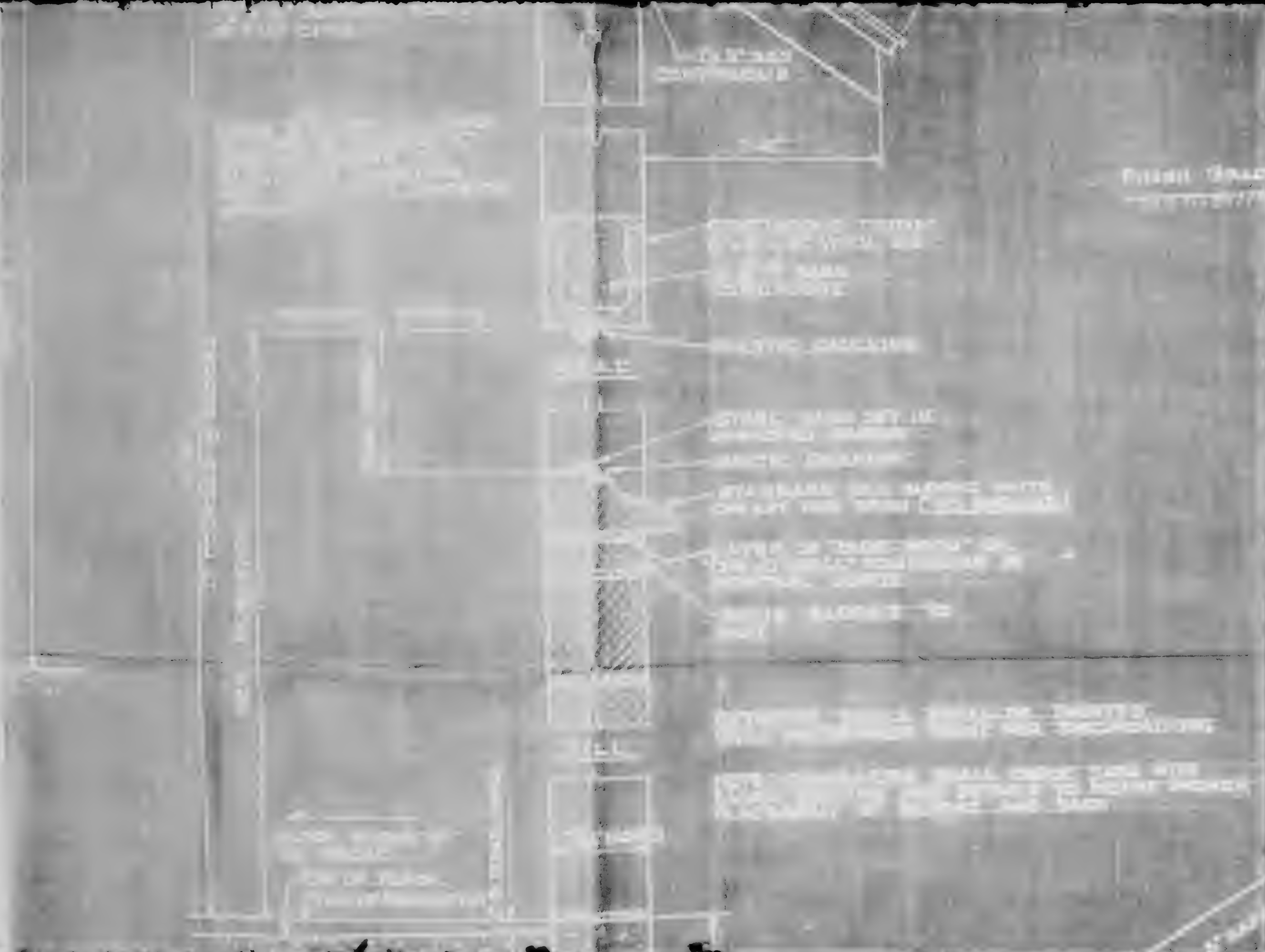
DEC. 30, [illegible]


ROOFING: [illegible] SHEATHING LAY ONE [illegible]
[illegible] WEIGHING [illegible]
[illegible] SHINGLES APPLIED [illegible]
[illegible] MANUFACTURERS [illegible]
[illegible] BLEND [illegible]
COLOR TO BE [illegible]
2x4 [illegible]


PRINT PER SPECIFICATIONS
EXPANSION
APRON SHA
WELL COMP


CONTINUOUS CROSS
MASTIC CAULKING

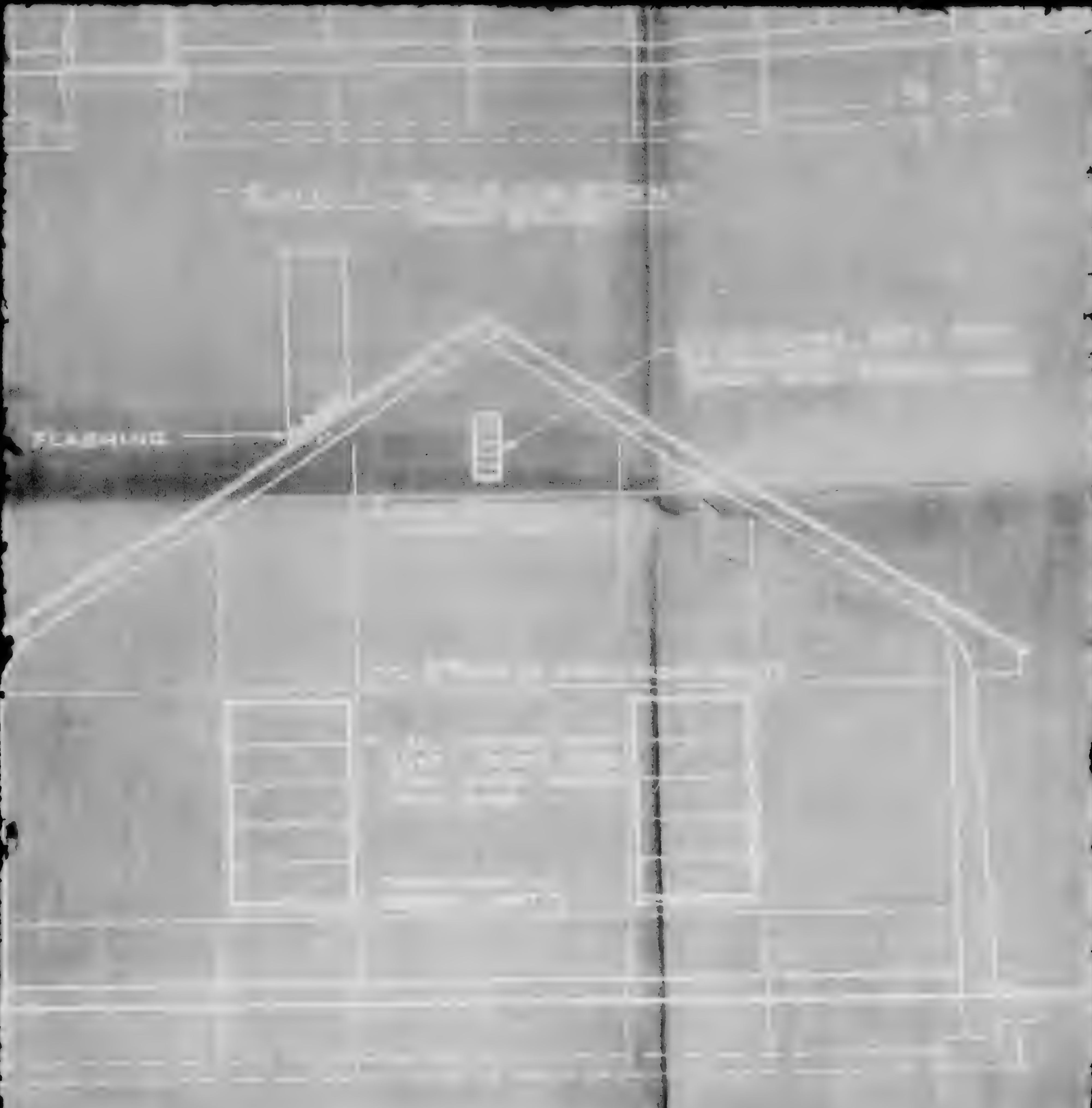
[illegible]



MASTIC CAULKING
WALL
DETAIL OF END OF

COVERED WITH
BOLTS
RAFTER
RAFTER
(SEE PLANS)
45°

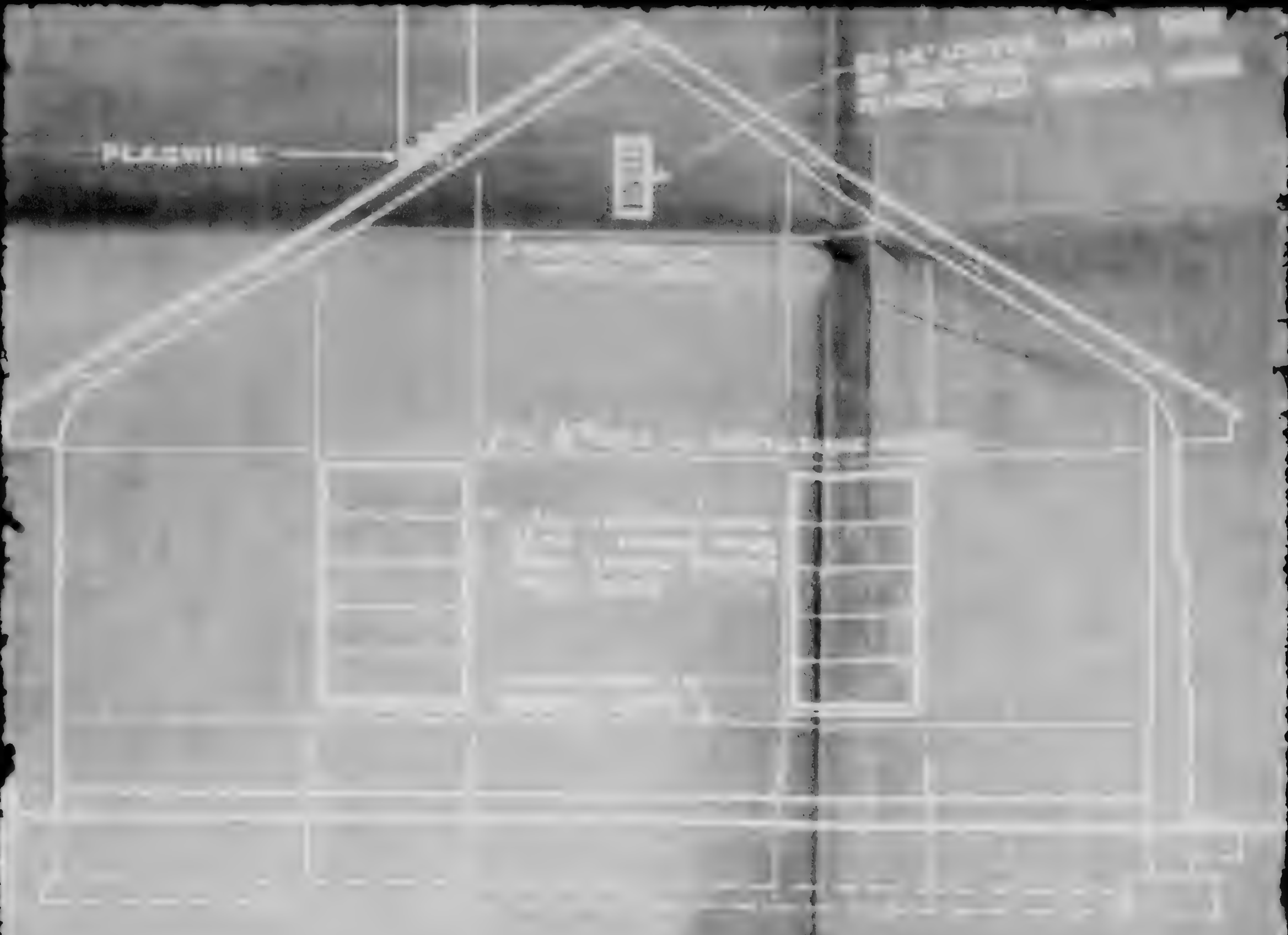
CONTINUOUS CONCRETE BEAM
BUILDING WIDTH
(SEE PLAN)



[illegible]

GENERAL NOTES:

[illegible]



[illegible] ELEVATION

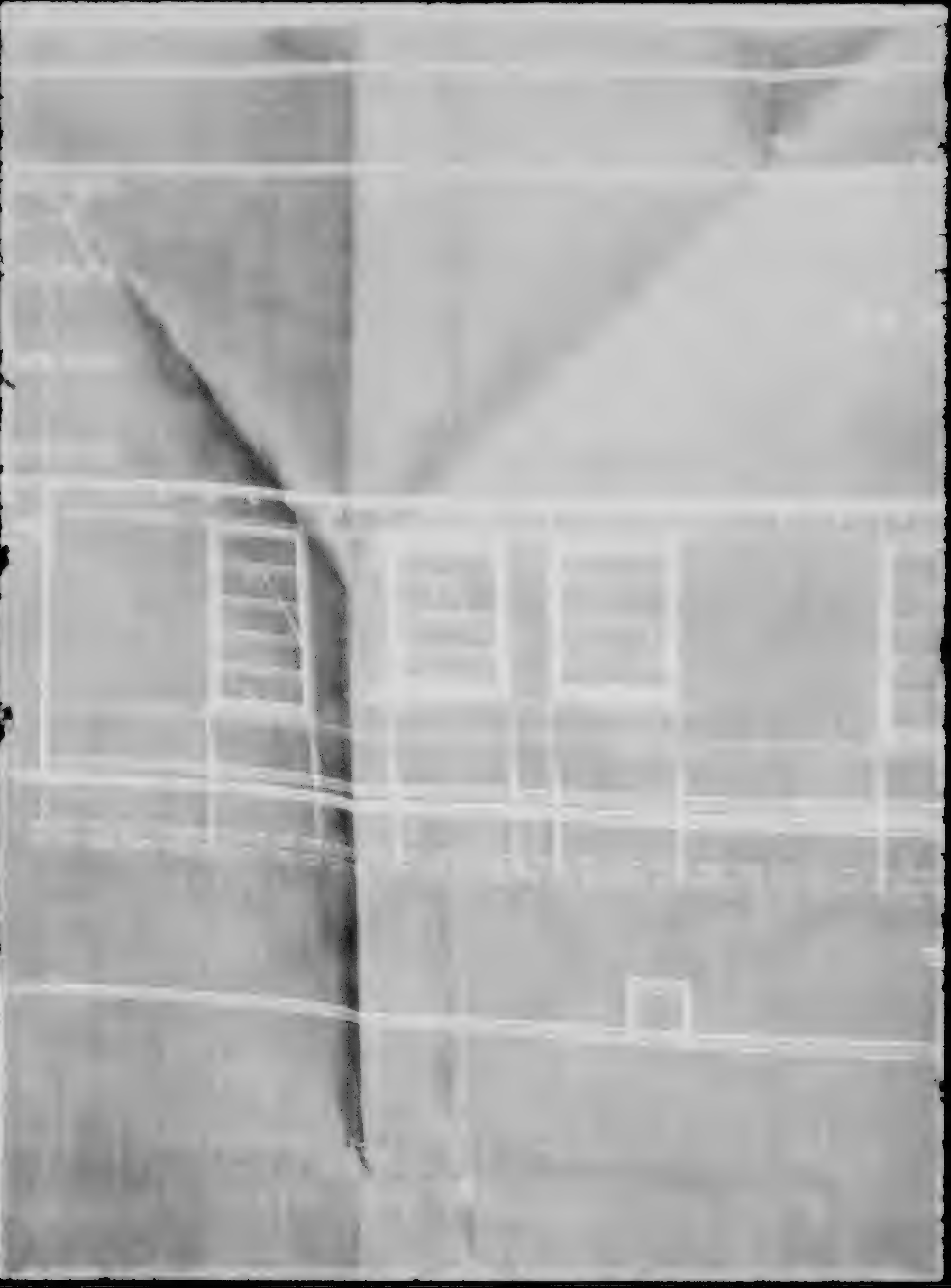
[illegible]

GENERAL NOTES:

[illegible]

[illegible]

[illegible]



WINDOWS:
ALL WINDOWS SHALL BE [illegible] OR SOME ARCHITECTURAL
PROJECTED STEEL SASH [illegible] WHICH CONTAIN GLAZED AS B
8 GLAZING ANGLE [illegible]
WINDOWS MARKED [illegible] ALL OTHERS SHALL BE
4/0 & 6/1 [illegible] ELEVATIONS
CHECK SASH AND DIMENSIONS AGAINST DETAILS & MEASUREMENTS

CHIMNEY:
CHIMNEY SHALL BE MADE UP OF TERRA COTTA LINING & WALLS OF
COMMON BRICK OR [illegible] CHIMNEY BLOCK

ELECTRIC SERVICE:
ELECTRIC SERVICE SHALL BE THREE WIRE 110-220 VOLT
SERVICE [illegible]
SQUARE D NO. [illegible] AND [illegible]

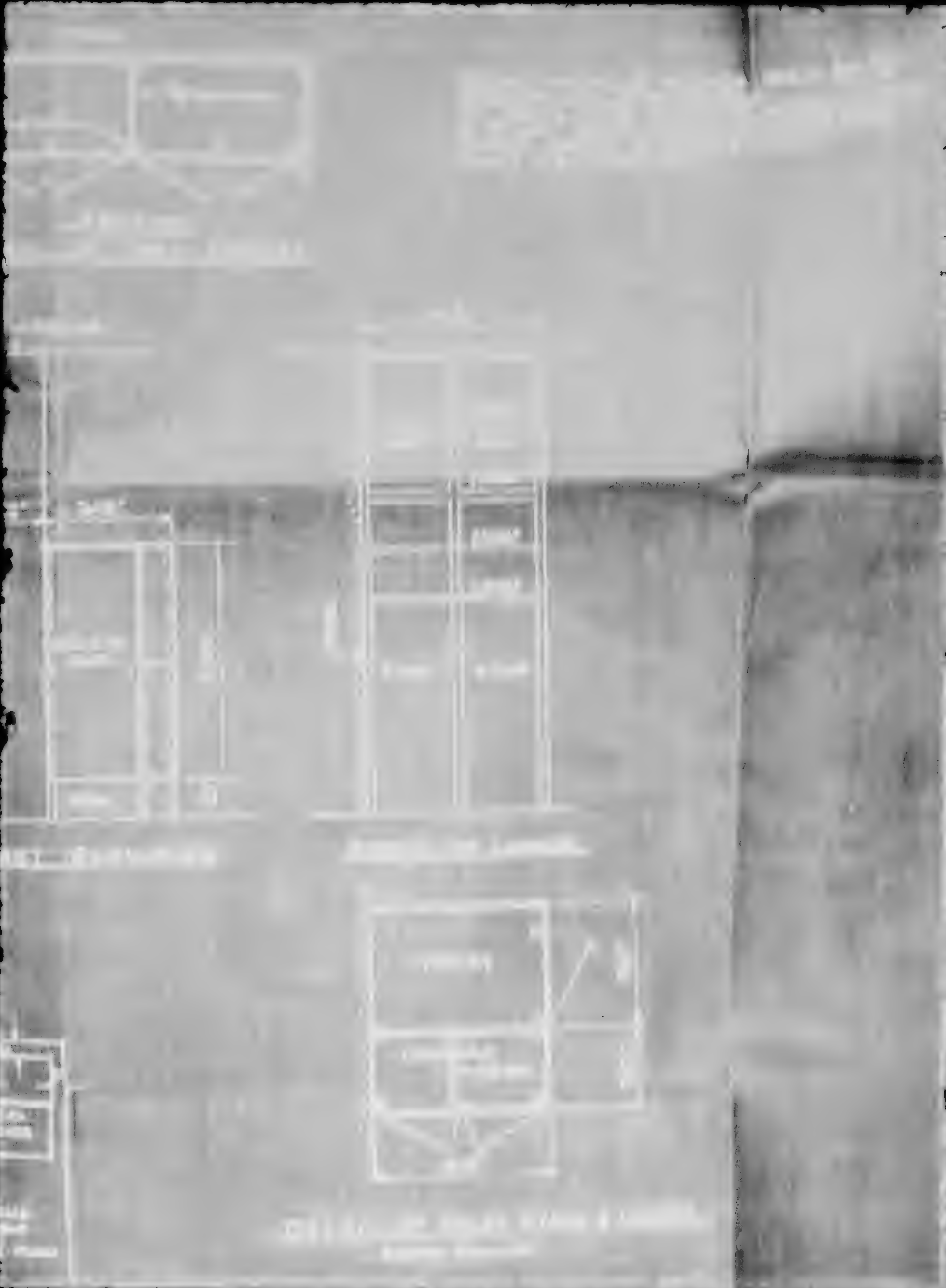
REPEAT
REPEAT

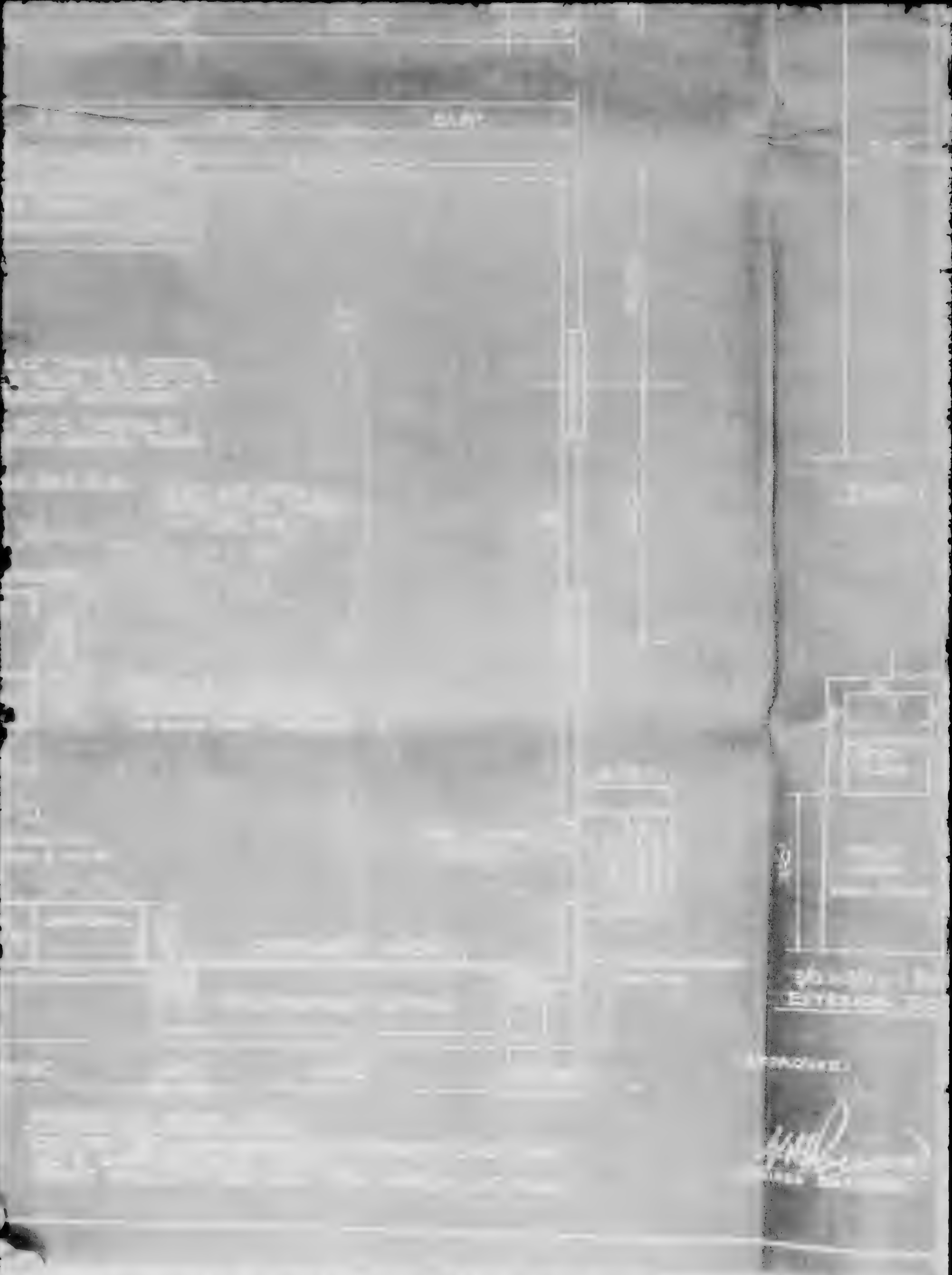
[illegible]

[illegible]

[illegible]

ATION
ENGINEER




APPROVED:

318-1703 Chiloquin (Klamath Ave.) 1955
Paving Project
#4432

NOTED
V. R. JONES

February 15, 1956

Mr. G. A. Staiger
City Recorder
Chiloquin, Oregon

NOTED
Harold C. Ayers

NO[illegible]
J. F. HA[illegible]NN

NOTED
J. W. CATTRALL

Dear Sir:

This is to inform you that work on Contract No. 4432 with Asphalt Paving Company for paving on Klamath Avenue in Chiloquin was completed on September 13, 1955.

Under the terms of an agreement dated April 4, 1955, the City assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

JDG:mm

3

RECEIVED
FEB 8 1956
FOR FILING

1773

4432

FORM E-123 REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

February 7, 1956

Asphalt Paving Co.
P. O. Box 547
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from August 31 to September 13, 1955 within which to complete your contract No. 4432, for paving on the Chiloquin (Klamath Avenue) City Street Section in Klamath County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

J. G. Toole,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
FEB 7 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 17, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4432	3-Final	Asphalt Paving Co.

[illegible]
44[illegible]

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
462	R-141074	$ 500.00	1/17/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Sept. 13, 1955 without penalty

Completion Date: Sept. 13, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 1-31-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: JAN 31 1956

Ruth Rawlings

JAN 9 1956

FOR FILING

[illegible]

4432

January 6, 1956

CERTIFIED MAIL

Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

State Highway Contract No. 4432 for paving on the Chiloquin (Klamath Avenue) City Street Section in Klamath County was completed by the contractor, Asphalt Paving Company, on September 13, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $8,073.10 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Landry Company
419 Main St.
Klamath Falls, Oregon

NOTED ON CARD

gl

RECEIVED
DEC 30 1955
FOR FILING

[illegible]
[illegible]

December 29, 1955

Request for extension of time
No. 3
January 26 and 27 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the Asphalt Paving Co. for an extension of time on the Chiloquin (Klamath Avenue), city street paving project, Contract No. 4432, from August 31, 1955 to September 13, 1955.

Bad weather in the early spring prevented starting this project as early as anticipated. The 13-day overrun did not increase the engineering cost or cause any inconvenience, and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt   lg

RECEIVED
OCT 10 1955
FOR FILING

318-1703

4432

October 10, 1955

CERTIFIED MAIL

The Fidelity & Casualty Company of New York
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Asphalt Paving Co. in connection with contract No. 4432, for paving on the Chiloquin (Klamath Ave.) Section in Klamath County. This payment, in the amount of $589.85, will be released to the contractor on or after October 20, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: The Landry Company
419 Main St.
Klamath Falls, Oregon

NOTED ON CARD

318-1703

Form E-1—1024

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 24, 1955

Section Chiloquin (Klamath Ave.)

Kind of work Paving

Highway City Street

Section prefix 318-1703

Contractor Asphalt Paving Co.

Contract number 4432

Date of contract May 25, 1955

Date of completion August 31, 1955

Date work started July 30, 1955

Estimated date of completion ...., 19....

Project authorization . . . . $ 8,482.50

Exclusive of Engineering . . . . $ 7,879.30

Per cent of time elapsed 113 %

Estimated cost of completed project, exclusive of engineering . . . . $........

Per cent of contract completed, based on total contract price . . . .%

Engineering authorization . . . . . . $ 603.20

Engineering cost to date $ 600.00, 100 %

Date project was completed September 13, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Preparation of final estimate was finished on Thursday and this completes work on project.

Final Report

NOTED
L. H. Young

NOTED

RECEIVED
SEP 26 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Jos. G. Toole, Resident Engineer,

Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVIN
Miles in project	0.21	0.21			0.2
Miles partially completed					
Miles completed	0.21	0.21			0.21
Total estimated quantities	1,000	850			500 t
Estimated quantities moved or placed to date	1,000	850			475
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTA
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair and Mild		
Monday	" "	"	
Tuesday	" "	"	
Wednesday	" "	"	
Thursday	" "	"	
Friday	Cloudy and Cool		
Saturday			

RECEIVED
AUG 19 1955
FOR FILING

278-1703
4432

COMMISSIONERS
BEN R. CHANDLER, Chairman
Coos Bay
CHAS. H. REYNOLDS, Member
La Grande
M. K. McIVER, Member
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

August 18, 1955

Mr. J. R. Byrnes
Asphalt Paving Company
P. O. Box 547
Klamath Falls, Oregon

Dear Sir:

This will acknowledge your letter of August 16, addressed to Mr. Spaulding requesting that the Engineering Department be allowed to put an inspector at the North Klamath Falls truck scales to write weight tickets on asphalt mix to be hauled to your contract job #4432 at Chiloquin.

We see no particular objection to your proposal, except that it should be ascertained that the Weighmasters will be on duty and operating the North Klamath scale at all times while your trucks are hauling. Otherwise it would be necessary for us to arrange for the Resident Engineer to have a key to the scale in order that an inspector might weigh your trucks, and in such a case if the Weighmasters were not on duty the "All Trucks Stop Sign" be closed, which would therefore require the flagging of your trucks across the highway to the scale.

In checking with the Construction Department, it appears that your contract requires you to furnish a scale on which the loads may be weighed out for the purpose of writing weight tickets and any change from this procedure would require the approval of the Construction Department. It is, therefore, suggested that your request be resubmitted through the Resident Engineer.

Very truly yours,

R. B. Sipprell sw

R. B. Sipprell
Director of Permits

RBS:cw
cc - W. W. Stiffler - Attachment
Forrest Cooper "
L. L. Spaulding "

RECEIVED
AUG 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

COPY

ASPHALT PAVING COMPANY

General Contractor

Phone 6521
P. O. Box 547
Klamath Falls, Oregon

August 16, 1955

Mr. L. L. Spaulding
Chief Weighmaster
Oregon State Highway Department
Salem, Oregon

Dear Sir:

This comes probably as an odd request from your department. Our problem is that we have a State Highway Department Job #4432, at Chiloquin and all the asphalt mix trucks have to be weighed after they are loaded at the asphalt plant. The State North Klamath Falls Scales are enroute and our trucks would all have to stop there to be weighed anyway, so the favor I am asking is that the Highway Engineering Department be allowed to put their scale man at the scales and write our weight tickets as your scale man weighs us.

We will have approximately twenty trucks per day and expect to start hauling about August 25, 1955.

I have discussed this with your weighman, Mr. Wilson, and he stated he has no objection whatsoever to this arrangement, but that an O.K. on it must be obtained from your office.

Again, let me point out that a State Highway Department employee would be making the tickets and none of our Company employees would be in the scale house at any time.

If you can grant our request it will save us a great deal of delay and will be greatly appreciated by us.

Sincerely yours,

ASPHALT PAVING CO.

/s/ J. R. Byrnes

J. R. Byrnes

NOTED
W. W. STIFFLER

RECEIVED
JUN 29 1955
FOR FILING

311-1702
4432

June 29, 1955

Asphalt Paving Co.
P. O. Box 547
Klamath Falls, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4432, for paving on the Chiloquin (Klamath Avenue) City Street Section in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
V. R. JONES

NOTED
J. W. CATTRALL

June 6, 1955

NOTED
Harold C. Ayers

Mr. Emmett J. Huff
City Recorder
Chiloquin, Oregon

NOTED
J. F. HAGEMANN

Dear Sir:

On May 25, 1955, the State Highway Commission awarded a contract to the Asphalt Paving Company of Klamath Falls for the paving of Klamath Avenue in Chiloquin. The contract provides that all work be completed not later than August 31, 1955.

Enclosed for the City's records is a copy of the plans and contract.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

HCA:mm
Encl.

B

RECEIVED
MAY 27 1955
FOR FILING

318-1703
4432

May 27, 1955

Asphalt Paving Co.
P. O. Box 547
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4432 for Chiloquin (Klamath Avenue) Paving Project in Klamath County.

This award was based on your bid of $7,540 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
APR 27 1955
FOR FILING

318 - 1703
4432

Salem, Oregon
April 27, 1955

Spl Tax Street Fund
#41

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Chiloquin covering the Special City Allotment project on Klamath Avenue in Chiloquin.

The original of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Chiloquin, Oregon.

Secretary

FN
Attach: 1

RECEIVED
APR 28 1955
FOR FILING
Div & Aid
Allocations
To Cities

April 27, 1955

Emmett J. Huff, City Recorder
City Hall
Chiloquin, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Chiloquin covering the Special City Allotment project on Klamath Avenue in the City of Chiloquin.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer

L

Attached are three copies of an agreement covering the Special City Allotment project on Klamath Avenue in Chiloquin.

Two copies of the agreement have been signed by the city and are now ready for presentation to the Highway Commission. Both copies require your signature of approval.

This project was approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm
Att.

DATE 12-7-54 Minute Page 29

Chiloquin. April 7, 1955

Held conference with Mr. Lorenz and Acting Mayor D. C. Kircher regarding Mr. Lorenz's request that an additional block between Chocktoot Street and Henry Street be included in the proposed project.

Explained to these gentlemen that the present limit of the project had been approved by the Highway Commission and would cause a great deal of trouble if changed at this time, as plans were completed.

With Mr. Lorenz investigated condition of the one block in question and advised him and Mr. Kircher that all that was needed was drainage, as the street was apparently well based and was standing up well under the traffic.

Mr. Kircher and Mr. Lorenz then stated that they were pleased to be able to get the help that they were about to receive and were willing to let the project stand as is.

Mr. Lorenz further stated that he would see that the street was drained.

H. C. Ayres

4/15/55.
Approved as
to form. MA.

ORDINANCE NO. A-100

4-4-55

An ordinance providing for a form of agreement by and between the City of Chiloquin, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of Klamath Avenue from Chocktoot Street to Chinchallo Street, a distance of approximately 0.21 mile, and declaring an emergency.

WHEREAS, the City of Chiloquin, Oregon has heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of Klamath Avenue from Chocktoot Street to Chinchallo Street, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the City of Chiloquin to pay all cost in excess of said $15,000:

The City of Chiloquin does ordain as follows:

SECTION 1: That that certain form of agreement herein above referred to be entered into by the City of Chiloquin, Oregon, and the State of Oregon, acting by and through the State Highway Commission, providing for the improvement of Klamath Avenue from Chocktoot Street to Chinchallo Street, and is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in troplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3: WHEREAS, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by the Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Chiloquin, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as authorized by the City Charter dated 1926 Oct 12

Ayes 5

Nays 0

Submitted to and approved by the Mayor on the 4th day of April 1955.

Attest:

E. C. Huff
Recorder

D C Kircher
Mayor (acting)

FORM E-30 25M 9-51 82318

NOTED
V. R. JONES

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Jun. 25, 1955

SUBJECT: Base Design Chart

To: Mr. W. E. Chandler
Division Engineer
Division IV
Bend, Oregon

Dear Sir:

Reference is made to the Klamath Ave. Section of the Chiloquin City Streets.

Enclosed you will find 1 base design charts prepared from laboratory tests, numbers 355214

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in subgrade zones, where economically justified.

These soils are subject to frost action. Protection from frost should be accomplished by increasing the total thickness of base courses plus wearing surface to one-half the frost penetration in areas where observed frost action has occurred.

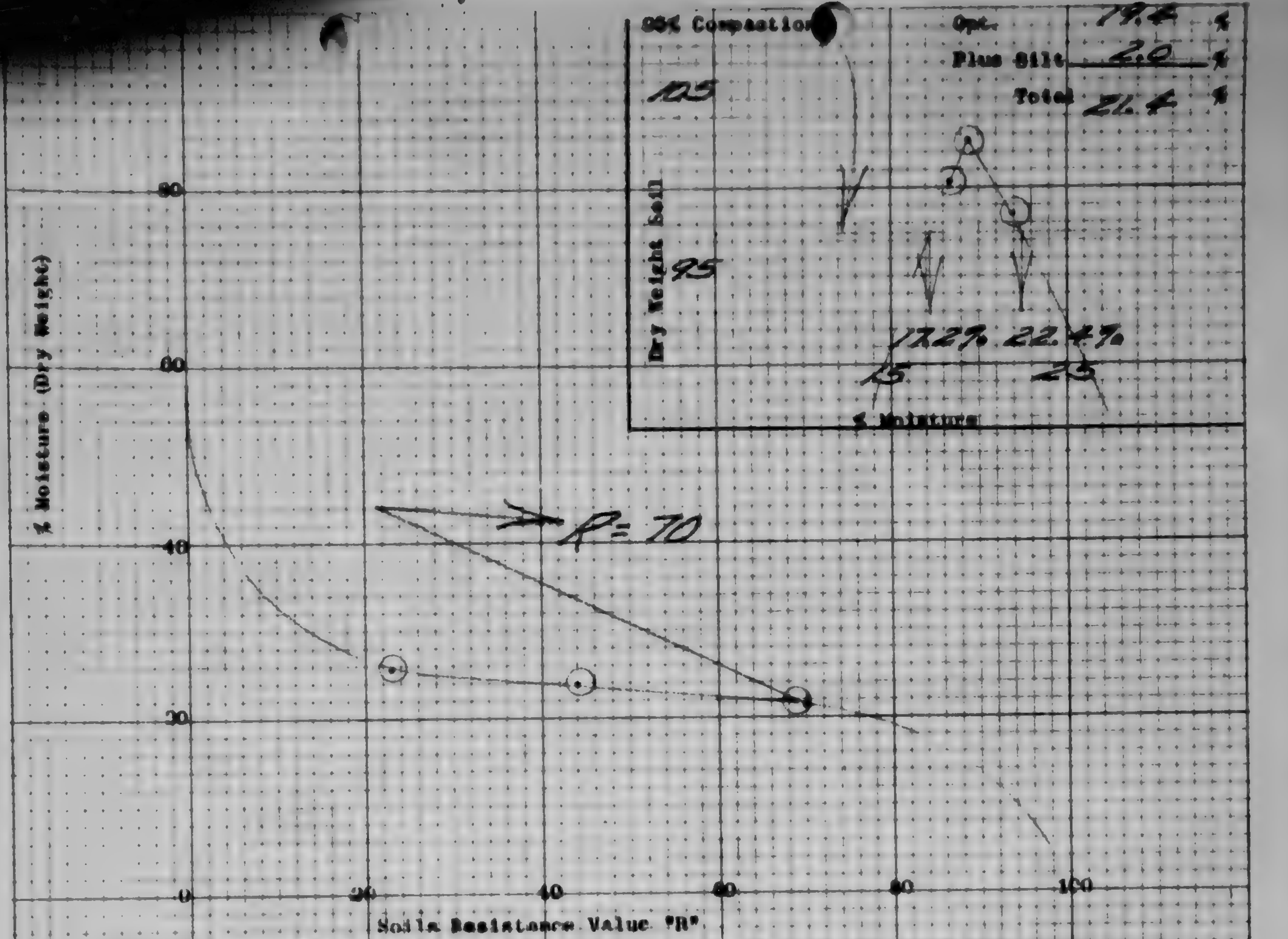
Since this soil is subject to frost action it may necessitate more than one base thickness depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc H. G. Smith
J. S. Teale
County and City
J. B. Beach



Data Sheet No A35181
Lab. No. 355284
LL 35
PI 7
Pass 200 Screen 40.8 %

HYDROMETER ANALYSIS

Particles larger than
2.0 mm 15.1 %
Coarse Sand 28.0 %
Fine Sand 21.2 %
Silt 21.2 %
Clay 14.5 %
Gs 2.59
Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available in the upper portions of the cuts and fills. If frost boils prevail in area base depth should be 1/2 frost penetration.

Base & Wear L-M Traffic 8.5 "
Minus Rock Reduction ——— "
"
Minus Wearing Surface 3.0 "
5.5 "
Plus 20% Increase 1.5 "
Plus Wearing Surface 3.0 "
Total Base & Wear 10.0 "

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section Klamath Ave.
Hwy Chiloquin City St.
Station Int. of Klamath & Chocktoot Sts.
Depth - 0-1
Hole #
To be used Subgrade.
Prefix No.
County - Klamath
Date 1-25-55
Designed by J

CLEARPRINT PAPER CO   NO. T3190. 10 DIVISIONS PER INCH BOTH WAYS 70 X 100 DIVISIONS   PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO. 1000H

250,000 ('55) Chiloquin Sept. 15, 1954

Investigated condition of Klamath Avenue in Chiloquin, then attempted to locate Mr. James Chipman, found he was not available, so located City Recorder and with him again looked at condition and use of street.

Klamath Avenue, southerly from Chocktoot Street, leads to two small mills, has been graded 24' width, has a good base and wearing surface 21' in width

Klamath Avenue northerly from Chocktoot street, is graded averaging 20' in width, was oiled 18' width now generally in poor condition. Is receiving excessive wear by trucks to large grain elevator and Depot, also traffic from several blocks of residences

Advised the recorder that funds would not be sufficient to repair north half and pave south half and asked him which portion the City would like to have worked upon.

He advised that the north part of street was a heavy traffic for a long time, while the south half had spotty base and also the saw mill might shut down so knew that city official would prefer to pave the portion from Chocktoot northerly to Chinchalo Street improved at present time.

Believe we can recommend a project on Klamath Avenue from Chocktoot Street to Chinchalo Street.

20.3

RESOLUTION

12-21-53

WHEREAS, Section 2 of Chapter 149, Oregon Laws 1949, provides:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3 of said act provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Chiloquin is an incorporated city of the State of Oregon, and has a population of 661, as given by the latest official census, and

WHEREAS, the following streets of said city, Klamath Avenue , From Chinchalo Street to the South city limits

Form cc-50
Special City Allotment

are not a part or parts of the state highway system, but are streets of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement, and such city is without necessary funds with which to do said work,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit,

Klamath Avenue from Chinchalo Street to the South city limits

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of a sudden increase in population in the area, or because of excessive and unusual industrial traffic, and the city is without the funds necessary to put said streets in proper condition for the traffic to which they are being subjected.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning,

repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues.

4. That the City of Chiloquin does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate James Chipman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 21 day of December, 1953.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

- -

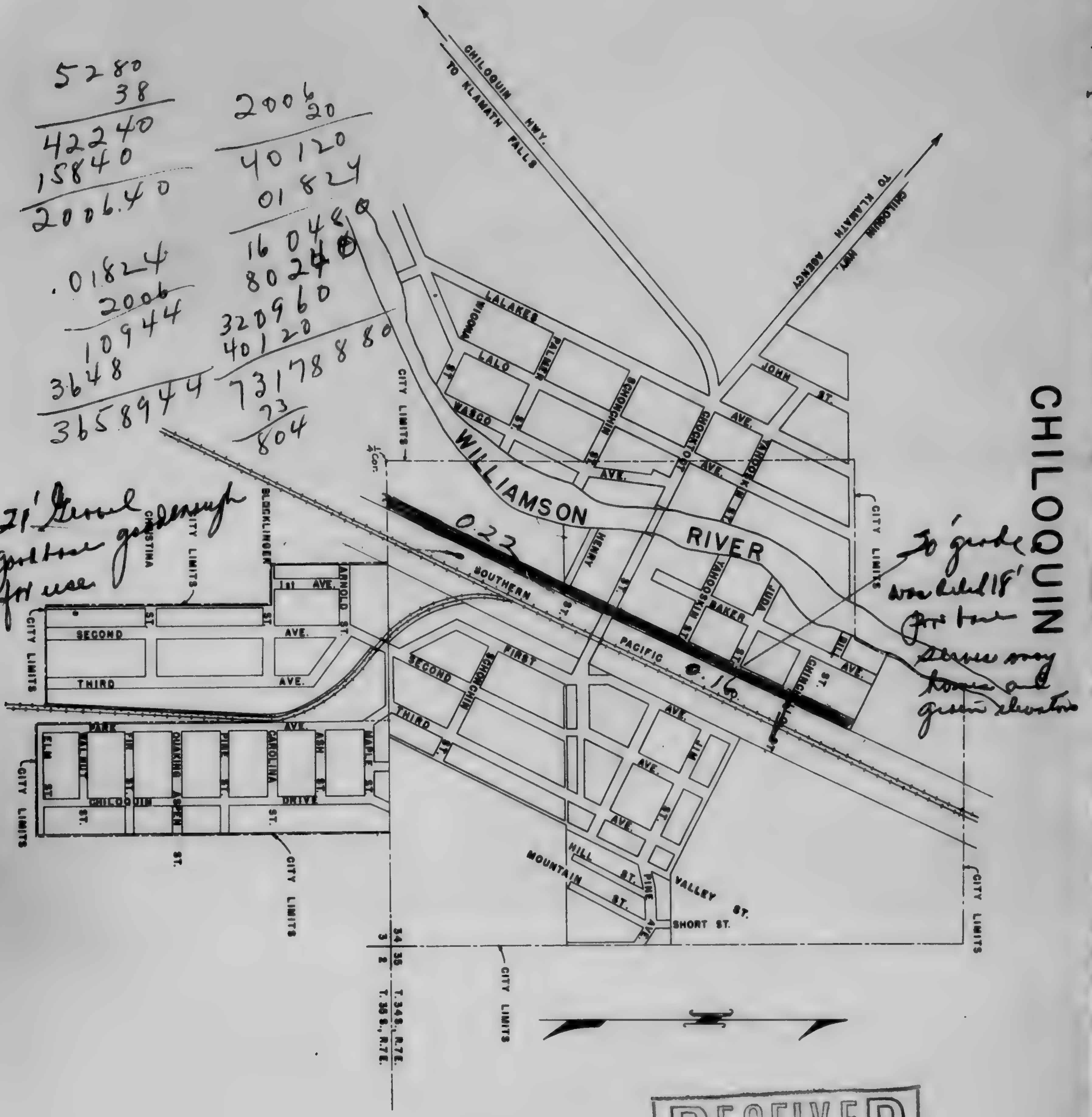
I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Chiloquin at a regular or special meeting of said Council, held on the 21 day of December, 1953, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 21 day of December, 1953.

City Recorder

RECEIVED
1954

CHILOQUIN


CHILOQUIN HWY.
TO KLAMATH FALLS
TO KLAMATH AGENCY
CHILOQUIN HWY
LALAKES
LALO
WASCO
AVE.
PALMER
SCHONCHIN ST.
CHOCKTOOT AVE.
JOHN ST.
WILLIAMSON RIVER
0.23
0.16
SOUTHERN PACIFIC
HENRY ST.
BAKER
FIRST
SECOND
THIRD
AVE.
1st AVE.
ARNOLD ST.
BLOCKLINGER
CHRISTINA
CITY LIMITS
ST.
SECOND
THIRD
AVE.
PARK
ELM ST.
WALNUT
FIR ST.
QUAKING ASPEN
PINE ST.
CAROLINA
ASH ST.
MAPLE ST.
CHILOQUIN DRIVE ST.
HILL ST.
MOUNTAIN ST.
PINE AVE.
VALLEY ST.
SHORT ST.
¼ Cor.
34 35
3 2
T.34S., R.7E.
T.35S., R.7E.

5280
38
42240
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2006
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01824
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32096
40120
73178880
73
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.01824
2006
10944
3648
3658944

21' Gravel good base good enough for use

To grade was added 18' for base serves many homes and grain elevators

RECEIVED
J... 1954
ENGINEER
... RELATIONS

195

NOTED
J. W. CATTRALL

September 14, 1953

Mr. Ed Priaulx
City Recorder
Chiloquin, Oregon

NOTED
Harold C. Ayers

Dear Sir:

In answer to your recent request you will find enclosed two copies of a resolution form to be used in making application for aid under the legislative act creating the annual $250,000 Special City Allotment Fund.

Please fill out the enclosed resolution, have it adopted by the city, and return one signed copy to John W. Cattrall, Engineer, County and City Relations, c/o State Highway Department, Salem, Oregon. The application will be investigated and presented to the Highway Commission for consideration in programming the allocation of the 1955 fund. Please be advised, however, that the application must be received on or before August 1, 1954, in order to be eligible for consideration in the 1955 program. An early submission of the application would be appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

John W. Cattrall
Engineer, County and City Relations

Encl.

City of [illegible]

Forms sent
9-14-53

18-8315 Jackson County Line-Keno Rock 1955
Production Project on the
#4433 Green Springs Hwy.

June 28th, 1956

Jackson County Line-Keno Section
Contract #4433

FINAL COST ANALYSIS
Rock Production
M. C. Lininger & Sons, Contractor
J. G. Toole, Resident Engineer

Green Springs Highway
Prefix 18-8315-201(41)

NOTED

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
3/8"-0 Cr. Rock in Stockpile	5,395.7	Cu. Yd.	$1.94	$2.40	$10,474.02	$12,949.68
3/4"-½" Cr. Rock in Stockpile	1,246.6	" "	1.94	2.40	2,419.86	2,991.84
½"-¼" Cr. Rock in Stockpile	3,886.4	" "	1.94	2.40	7,544.20	9,327.36
½"-#10 Cr. Rock in Stockpile	600	" "	1.94	2.40	1,164.71	1,440.00
¼"-0 Cr. Rock in Stockpile	2,000	" "	1.94	2.40	3,882.36	4,800.00
Hauling Cr. Rock, Pile Meas.	51,439	Yd. Mi.	0.12	0.14	6,370.63	7,201.46
S.P. Screen Rejects in S.P.	863.8	Cu. Yd.	0.25	0.25	215.95	215.95
S.P. Hauling Screen Rejects	280	Yd. Mi.	0.12	0.12	33.60	33.60
Force Account					137.86	161.38
					$32,243.19	$39,121.27

Gross Revenue	$39,121.27
Total Cost	32,243.19
Net Profit	$ 6,878.08

Net Profit Equals 17.5% of Gross Revenue

Detail of Cost

Labor:		
Labor	$ 9,072.56	
Labor Insurance and Health & Welfare	1,040.70	
		$10,113.26
Equipment Rentals and Miscellaneous Expense:		
Equipment Rental (Own)	$14,516.99	
" " (Hired)	562.50	
Gas, Oil and Grease	2,891.79	
Steel	415.48	
Powder and Caps	1,883.20	
Insurance	113.41	
Bond	292.80	
Small Tools	263.85	
Home Office and General Overhead	1,189.91	
		22,129.93
Total Cost		$32,243.19

Detail of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	13,128.7	Cu. Yd.	$ 2,070.78	$0.157
Drill and Shoot	"	" "	5,121.15	0.390
Load and Haul	"	" "	5,357.44	0.408
Crush	"	" "	11,433.44	0.871
Stockpile	"	" "	1,502.34	0.114
Material in Stockpile	13,128.7	Cu. Yd.	$25,485.15	$1.941
Haul to Stockpile	51,439	Yd. Mi.	$ 6,404.23	$0.124

Total Crusher Operating Time = 240 Hours

$$\text{Average Crush per Hour} = \frac{13,128.7}{240} = 54.7 \text{ Cu. Yd.}$$

Remarks:

This was a regular "State Project" located on the Green Springs Highway in Klamath County. The west end of the project was at the Jackson-Klamath County Line. The east end was at M.P. 50.00, which is at the town of Keno.

The work to be done under this contract consisted of furnishing 13,128.7 cubic yards of crushed material in stockpiles for later use by the State in connection with maintenance operations on the Jackson County-Keno Section of the Green Springs Highway in Klamath County.

The project was bid and awarded to M. C. Lininger & Sons on May 25th, 1955.

The contractor elected to use the state-controlled quarry located approximately 0.24 mile northerly from the highway at M.P. 41.3. The contractor began work on the project, drilling the quarry for shooting, on August 29th, 1955.

The erection of the crushing plant began at the time of the drilling and crushing started on September 13th, 1955 and was completed on October 26th, 1955.

The crushing was accomplished by using a 3-crusher, portable crushing plant powered by 3 diesel engines and a 50 KW diesel-electric unit with electric motors, conveyors, screens and other necessary equipment.

The crushing plant was fed by using a 3/4 cu. yd. Northwest shovel and two 8 cu. yd. trucks.

The material crushed was hauled to the stockpiles in 8 cu. yd. trucks and the piles were shaped with a D-7 Caterpillar tractor with a dozer blade.

The elapsed time of the crushing was 32 shifts of 8 hours; down time for repairs and adjustments equaled 18 hours. The actual crushing time equaled 240 hours, for an average production of 54.7 cubic yards per hour.

The contractor, having good equipment, good bid prices and supervising the job himself, made an excellent profit.

R. D. Asburry
Chief Cost Analyst

By . . F. W. Sugnet

RECEIVED
JAN 9 1956
FOR FILING

[illegible]
19 [illegible]
4433

January 6, 1956

Mr. Leonard E. Frank, Manager
Surety Bond Department
Hansen & Rowland Inc.
Tacoma 1, Washington

Dear Mr. Frank:

I have been absent from the office for the last couple of days, and upon my return I found a copy of Mr. C. H. Maison's letter to you of January 4, 1956 advising that the lost check issued to M. C. Lininger & Sons in connection with State Highway Contract No. 4433 has been found. This automatically solves our problem and relieves us of any embarrassing situation. I do wish, however, to thank you most kindly for the assistance you have given in the matter.

Incidentally, the proposal that you outlined in your letter of December 30, 1955 was not acceptable to the Secretary of State, so had the check not been found it would have been necessary to pursue the matter from another standpoint.

I appreciate very much your assistance, and take this opportunity to express to you best wishes for a most successful and happy 1956.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
JAN 4 1956
FOR FILING

HANSEN & ROWLAND INC.
GENERAL AGENTS
SURETY BONDS - GENERAL INSURANCE
TACOMA 1, WASHINGTON

TACOMA
SEATTLE
PORTLAND
SAN FRANCISCO
LOS ANGELES

"Since 1890"

December 30, 1955

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC. NOT TO INDIVIDUALS

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: M. C. Lininger & Sons - Indemnity bond for lost check - $25,075.43

NOTED
H. B. GLAISYER

Dear Mr. Glaisyer:

With reference to our conversation of today our proposal is that a consent of surety be drawn for the broadening of the provisions of the contract bond covering the job for which this lost check was issued to include liability for the recurrence of the lost check in the hands of an innocent holder for value. If the Secretary of State were willing to accept such a consent in lieu of the lost instrument bond issued by us we should be happy to propose this consent to the surety for their consideration.

If such consent is then forthcoming the lost instrument bond could be returned to us and the premium then cancelled. We shall be happy to have your advices when necessary consideration of the above has been accomplished.

Again best wishes for the New Year

Very truly yours

HANSEN & ROWLAND, Inc.
General Agents.

Leonard E. Frank

Leonard E. Frank, Mgr.
Surety Bond Department.

LER:f

4 copies sent to Mr. Maison 1-3-56

jmc

[illegible]

RECEIVED
JAN 3 1956

REVISED 5-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 4, 1956

Mr. Leonard E. Frank, Manager
Surety Bond Department
Hansen & Rowland Inc.
Tacoma 1, Washington

Re: M. C. Lininger & Sons -
Indemnity bond for lost
check - $25,075.43

Dear Mr. Frank:

After talking to you on the phone yesterday afternoon, I called the Medford Postmaster and requested that a search be made for the envelope containing our Warrant payable to M. C. Lininger & Sons.

Mr. Lininger's office called to inform me that the letter had been located and delivered. They are returning the Indemnity Bond to your office.

Please accept my thanks for your cooperation in this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By: C H Maison
C. H. Maison
Auditor

CHM:cg

cc: H. B. Glaisyer

NOTED
H. B. GLAISYER

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

78-8315

4433

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1956

H. [illegible]. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from September 30 to October 30, 1955 within which to complete your contract No. 4433, for rock production on the Jackson County Line-Keno Section of the Green Springs Highway in Klamath County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

J. G. Tooley,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 29 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) December 20, 1955

18 - [illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4433	3-Final	M. C. Lininger, and Sons

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25276	R-138669	$ 1,079.47	12/~~20~~ 19/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawling
ACCOUNTING DIVISION

Specified completion Date: **Sept. 30, 1955**

Time Extensions: **to Oct. 30, 1955 without penalty**

Completion Date: **Oct. 28, 1955**

Date Accepted: **Dec. 19, 1955**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **12-23-55**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawling

RECEIVED
DEC 7 - 1955
FOR FILING

18-1215
4433

December 7, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State highway contract No. 4433 for work performed on the Jackson County Line-Kena Section of the Green Springs Highway in Klamath County was completed by the contractor, M. C. Lininger & Sons, on October 28, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,079.47 will be released to the contractor after acceptance by the Commission. The total contract amount is $39,121.27, of which amount $161.38 represents force account items.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

cc - Maryland Casualty Company
Baltimore 3,
Maryland

NOTED ON CARD
12-7-55
rn

6

RECEIVED
NOV 17 1955
FOR FILING

11-8315

4433

November 16, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to M. C. Lininger & Sons in connection with contract No. 4433, for rock production on the Jackson County Line-Keno Section of the Green Springs Highway in Klamath County. This payment, in the amount of $25,075.43, will be made to the contractor on or after November 26,1955. The retained percentage is $1,176.55.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Maryland Casualty Co.
Baltimore 3
Maryland

NOTED ON CARD

gl

8

RECEIVED
NOV 15 1955
FOR FILING

18-8315
4433

November 14, 1955

Request for extension of time
No. 7
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from R. C. Lininger and Sons for an extension of time on the Jackson County Line-Kane Rock Production Project, Contract No. 4433, from September 30, 1955 to October 30, 1955.

This contractor had several other rock production projects for the State which were of greater importance than this one and, at the request of our engineers, completed these jobs first.

We suffered no inconvenience or added expense because of the overrun, and I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.
cc Mr. Forrest Cooper

EAP hi

18-8315

6

Form E-1-Rev 6-56—10M

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 5, 1955

Section: Jackson County Line - Keno

Kind of work: Rock Production

Highway: Green Springs

Section prefix: 18-8315

Contractor: M. C. Lininger and Sons

Contract number: 4433

Date of contract: May 25, 1955

Date of completion: September 30, 1955

Date work started: August 29, 1955

Estimated date of completion: ……, 19……

Project authorization: $44,707.50

Exclusive of Engineering: $41,528.30

Per cent of time elapsed: 122 %

Estimated cost of completed project, exclusive of engineering: $39,218.33

Estimated per cent overrun or underrun: ……%

Per cent of contract completed, based on total contract price: 100 %

Engineering authorization: $3,179.20

Engineering cost to date $3,000.00, 94 %

Date project was completed: October 28, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate was completed on Wednesday and work on project is complete.

NOTED
OSCAR CUTLER

NOTED
L. H. Young

RECEIVED
NOV 7 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed: Jos. G. Toole, Resident Engineer

Address: P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86666

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)		13,000			
Total quantities corrected to date		13,170			
Estimated quantities moved or placed to date		13,170			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels 1, Power graders ...., Rollers........., Mixers ...., Crushing or screening plants 1

Compressors 1, Bulldozers 1, Compaction rollers ...., Trucks 6, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy and Cold		
Monday	Snow Flurries - Windy		
Tuesday	Cloudy with 2" Snow		
Wednesday	Partly Cloudy		
Thursday	Fair and Mild		
Friday	Cloudy with Showers		
Saturday			

RECEIVED
JUL 19 1955
FOR FILING

[illegible]
4433

July 18, 1955

M. C. Lininger & Sons
P. O. Box 1386
Medford, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4433, which was awarded to you on May 25 by the State Highway Commission, for rock production on the Jackson County Line-Keno Section of the Green Springs Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 27 1955
FOR FILING

18-8315
11-155

May 27, 1955

M. C. Lininger & Sons
P. O. Box 1306
Medford, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4433 for Jackson County Line-Keno Rock Production Project on the Green Springs Highway west of Klamath Falls in Klamath County.

This award was based on your bid of $39,040 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

19-1020 Valley Falls & Salt Creek- 1955
Lakeview Sections of the
#4434 Fremont Hwy.

EIVE
1956
FILING

FORM 230—12½M—6-55—98200

8 7 4 4434

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1956

SUBJECT: Putnam v. Somers #2874
Guarnishment of monies of
F. L. Somers

To: H. B. Glaisyer
Secretary
Office

We have received a letter from the attorney for the plaintiff in Putnam v. Somers, #2874, and he states that the judgment against Somers is fully satisfied. Legally, you may feel assured that you can do anything you want to with the money owed to Somers under the contract with the Highway Department.

Leo V. Nuttman
LEO V. NUTTMAN
Assistant Attorney

LVN:br
cc: Don Taylor
W. Reid Merritt

funds withheld on contract 4434
released 11-28-56
F Ewing

NOTED ON CARD

19-1020 Valley Falls & Salt Creek-Lakeview Sections of the Fremont Hwy. 1955
#4434

NOV 23 1956

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

11-10 30

44-4

November 21, 1956

Mr. Robert D. Puckett
Attorney at Law
Klamath Falls, Oregon

Re: Guarnishment of monies
of F. L. Somers

Dear Bob:

Is your judgment in Putnam v. Somers, Case No. 2874 in the District Court of Klamath County, completely satisfied? I have been informed by the Clerk that a check in the amount of $379.20 was turned over to you on October 29, 1956. This would seem to satisfy your judgment.

Our interest in this is, of course, whether or not our return of guarnishment will be questioned by you, and if not then we want to feel free to pay Somers when he does complete his contrast.

Amacher says to say, "Hello!", and for myself, best personal wishes and regards and hope that you have a successful practice.

Very truly yours,

LEO V. NUTTMAN
Assistant Attorney

LVN:br
cc: Don Taylor
W. Reid Merritt
H. B. Glaisyer ✓

NOT
D QUERY

FOR

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

19-1020

2374-134

November 19, 1956

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Mr. Somers:

Will you please inform us as to the status of the judgment obtained against you by Ned Putnam in Klamath County District Court?

Please inform us also of the reason for the suit upon which the judgment was obtained.

Yours very truly,

LEO V. NUTTMAN
Assistant Attorney

LVN:br
cc: H. B. Glaisyer
Don Taylor
W. Reid Merritt

R. K. McIVER, [illegible]
PORTLAND
H. B. GLAISYER
SECRETARY

STATE HIGHWAY DEPARTMENT

SALEM

2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 19, 1956

District Court Clerk
Klamath County Courthouse
Klamath Falls, Oregon

Dear Sir:

Will you please indicate to me whether the Constable of your Court, Guy Merrill, received a writ of guarnishment filed by us in the case of Putnam v. Somers, No. 2874?

If you have no information concerning this, would you pass this request on to the Constable?

Would you also inform us as to whether the judgment has been satisfied?

Yours very truly,

LEO V. NUTTMAN
Assistant Attorney

LVN:br
cc: Don Taylor
W. Reid Merritt
H. B. Glaisyer ✓

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1956

SUBJECT: Guarnishment of monies of
F. L. Somers.

To: Mr. H. B. Glaisyer
Secretary
Office

L

I have today written the Clerk and Sheriff of Klamath County for more information concerning this case. At the time we receive an answer from either the Sheriff or Clerk, we will probably be able to advise you definitely regarding disbursement of the money.

Leo V. Nuttman
LEO V. NUTTMAN
Assistant Attorney

LVN:br
cc: Don Taylor
W. Reid Merritt

REFERRED TO
Yes

Hasn't this been disposed of?

Yes, there is a more recent letter stating we could do as we liked about releasing the funds 76.

NOTED
H. GLAISYER

NOV 2 1956

FOR FILING

[illegible]

4434

118

October 24, 1956

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

With reference to your letter of October 11 in which you request reconsideration of the penalty assessed against you by the Highway Commission for overrunning the contract completion date on Contract 4434, please be advised that the Highway Commission has already had this matter under consideration on two different occasions. Your letter does not supply any factual data that was not known before, only conjecture on your part that we cannot substantiate. In view of this, it is felt that the Highway Commission should not be requested to review this for the third time.

Final payment on this job is currently being processed, and you should receive it immediately following the November 8 Highway Commission meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. H. B. Glaisyer
Mr. S. H. Probert
Mr. Tom Edwards

LHY:jc:gm

Copy of Mr. Glaisyer's
of October 15 attached.

by____ Referred to Edwards

and report with recommendation
as necessary and report
recommendation
rough draft of reply
eply for signature of Mr.________
correspondent and report

Remarks: Please see that payment is completed. Also prepare rough draft re second request for waiving engineering penalty.

F.C.

PLEASE RETURN TO
FORREST COOPER

Executed 10-23-56 Report Received_________

HIGHWAY DEPARTMENT
MENT CORRESPONDENCE

end, Oregon
ober 16, 1956

SUBJECT: Contract 4434
Valley Falls-Salt Creek
F. L. Somers

etary
mission

ne copy of a letter from F. L. Somers
is being charged engineering for over-

o make the following comments in regards
s in his letter. As you know this contract
. Crusher operations were not started
An August 2nd starting date would have
size of this contract with good management
ever, due to the lack of both this job
hung over until the cool weather set in, and as a result we got approximately one mile of very poor seal.

Mr. Somers had considerable difficulty with Resident Engineer Toole on his South Sixth Street sub-contract this summer. In this letter he seems to be wanting to use Mr. Toole as the source of all his delays on this contract, which is not the case.

In paragraph four the reasons for delaying the start of placing rock on the road was in the lask of preparation of sub-grade by the contractor and not in the shortage of checkers or any whim of the engineer. Delays mentioned in paragraph five were not to satisfy the whim of Resident Engineer but were in all cases breakdowns or adjustments to the crusher. At one time his wooden bunkers collapsed and had to be replaced.

REFERRED TO
BY SECRETARY

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
L. H. Young

FORM 230—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

REFERRED TO
Cooper
By State Highway Engineer

Bend, Oregon
October 16, 1956

SUBJECT: Contract 4434
Valley Falls-Salt Creek
F. L. Somers

To:

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

I have before me copy of a letter from F. L. Somers to yourself protesting his being charged engineering for over-run of contract 4434.

I would like to make the following comments in regards to some of the paragraphs in his letter. As you know this contract was awarded May 25, 1955. Crusher operations were not started until August 2nd, 1955. An August 2nd starting date would have been ample time for the size of this contract with good management and good machinery. However, due to the lack of both this job hung over until the cool weather set in, and as a result we got approximately one mile of very poor seal.

Mr. Somers had considerable difficulty with Resident Engineer Toole on his South Sixth Street sub-contract this summer. In this letter he seems to be wanting to use Mr. Toole as the source of all his delays on this contract, which is not the case.

In paragraph four the reasons for delaying the start of placing rock on the road was in the lack of preparation of sub-grade by the contractor and not in the shortage of checkers or any whim of the engineer. Delays mentioned in paragraph five were not to satisfy the whim of Resident Engineer but were in all cases breakdowns or adjustments to the crusher. At one time his wooden bunkers collapsed and had to be replaced.

REFERRED TO
BY SECRETARY

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
L. H. Young

Changes mentioned in paragraph six were not planned by the engineer, but had to be made to eliminate deleterious fines that gave an excessive liquid limit.

In view of the battle we had with Mr. Somers trying to get him started and trying to get acceptable material, and the poor job we got due to the lateness of the season, I still think he should be assessed engineering costs.

Dean Swift

DEAN SWIFT
Division Engineer

DS:bd

RECEIVED
OCT 17 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 22 1956
OFFICE OF
CONSTRUCTION

October 15, 1956

Mr. F. L. Somers
General Contractor
P. O. Box 668
Medford, Oregon

Dear Mr. Somers:

This acknowledges your letter of October 11, 1956 advising that you have removed all of your equipment from the quarry which you used in conjunction with State Highway Contract No. 4434 so that final payment in connection with this project may now be processed. You also request relief from payment of extra engineering expense that the State incurred by reason of your failure to complete this job within the specified time limit.

I shall bring your letter to the attention of the State Highway Engineer, Mr. W. C. Williams, for consideration. You will be informed when action has been taken on your request.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

E. K.

F. L. SOMERS
GENERAL CONTRACTOR
P. O. Box 668 • Telephone 3-1053
MEDFORD, OREGON

October 11, 1956

Re: Contract No. 4434

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Please be advised that we have removed all of our equipment from the quarry site on the above referred to project. I assume that you have been withholding final payment until such time as our equipment was removed.

Before making this final payment, I would appreciate you bringing our previous correspondence regarding the penalty on this contract to the attention of the State Highway Commission once more. In view of the facts stated previously and the following, I certainly am of the opinion that the Commission is being unfair in assessing the engineering charges on this project.

A short review of the facts regarding this project is as follows:

1. We received the contract for the project on June 16, 1955.

2. We started moving our equipment on the job on June 30, 1955.

3. We kept the resident engineer advised of our progress on preliminary work prior to his first visit to the job on August 3, 1955.

4. We started our crusher August 1, putting the material into stockpile, and advised the resident engineer that we would like to start hauling on the road August 3. The morning of August 3, the resident engineer appeared on the job and found reasons to delay putting rock on the road until August 8, and although we had our trucks and drivers on the job we were unable to haul any material. It is our opinion that the reason for this delay was that checkers were not available at that time.

5. After several other delays, some of them quite extensive, caused by trying to satisfy the whims of the resident engineer, we did complete the road work on this project on October 5.

ACKNOWLEDGED
H B. GLAISYER

F. L. SOMERS
GENERAL CONTRACTOR
P. O. Box 668 ● Telephone 3-1053
MEDFORD, OREGON

6. On October 10, we found that in trying to do the job the way the resident engineer planned it, rather than the way we had planned it, we had ruined both crushing units in our plant. We shut down at that time, dismantled our crushers and took them to Portland to be rebuilt. We had them back on the job and in operation on October 25, and completed our crushing and stockpile operations November 2.

7. In your considerations, please bear in mind that the only engineering expenses on the project were checkers and inspectors, as there was no staking done at any time on the road. Along this line, please also bear in mind that no checkers or engineers were on the job until after August 3, and there were no checkers or engineers on the job during our shut-down for repairs from October 10 to October 25. In view of the above, I don't see how a statement of engineering costs on the project could possibly show the engineering expense running more than is normally set up for this purpose on a project of this kind.

We know we made a mistake in trying to operate this job entirely in accordance with the resident engineer's wishes, and we do not expect to be compensated for the loss that resulted in operating in this manner, but we think that it would only be fair to release us from having to pay the bulk of the engineering expense on this job also.

Very truly yours,

F. L. SOMERS

F. L. Somers

FLS:mn

cc: Dean Swift,
Division Engineer
Bend, Oregon

Tom Edwards,
Construction Engineer
Salem, Oregon

Victor S. Risley Co.
Portland, Oregon

RECEIVED

OCT 13 1956

FOR FILING
FORM E-30X—25M—6-55—88209

H B Glaisyer [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
October 16, 1956

SUBJECT: Garnishment of Moneys
of F. L. Somers

To: Mr. D. B. Taylor
Assistant Manager
Accounting Division
Office

In connection with the enclosed case you can see that we have filed a no money return.

Due to the uncertainty of the return, it is extremely important that you do not disburse any money under this contract to any one unless you first contact the Legal Division of the State Highway Department, or you may make yourself and the Commission liable for the amount of attachment and garnishment.

LEO V. NUTTMAN
Assistant Attorney

LVN:RM
ENCL.
cc: Mr. H. B. Glaisyer ✓
Mr. D. B. Taylor
Mr. W. Reid Meritt

NOTED
H. B. GLAISYER

REFERRED TO
BY SECRETARY

NOTED ON CARD

FORM E-30X—25M—8-55—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
~~October 16, 1956~~

SUBJECT: Garnishment of Moneys of F. L. Somers

To: Mr. W. Reid Meritt
Resident Engineer
Oregon State Highway Department
Klamath Falls, Oregon

In connection with the garnishment of F. L. Somers, we have filed a return of garnishment.

LEO V. NUTTMAN
Assistant Attorney

LVN:KM
cc: Mr. H. B. Glaisyer
Mr. D. B. Taylor

CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

October 15, 1956

Mr. Victor S. Risley
Continental Casualty Co.
804 Board of Trade Building
Portland 4, Oregon

Re: Garnishment of Moneys
of F. L. Somers.

Dear Mr. Risley:

The Oregon State Highway Department has received an Execution and Garnishment on a judgment against Mr. F. L. Somers of Post Office Box 668, Medford, Oregon.

You are surety on Contract No. 4434 between the Oregon State Highway Commission and Mr. Somers.

This is merely a letter of information to you because of your status with Contract No. 4434.

Very truly yours,

LEO V. NUTTMAN
Assistant Attorney

LVN:br
cc: H. B. Glaisyer
D. B. Taylor
W. Reid Merritt

IN THE DISTRICT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF KLAMATH

NED PUTNAM,

Plaintiff

No. 2874

RETURN OF GARNISHMENT

F. L. SOMERS

Defendant

STATE OF OREGON)
) ss.
County of Marion)

I hereby certify that there is no money due and owing to the defendant in the above-entitled case by the Oregon State Highway Department.

Defendant, F. L. Somers, has a contract with this department and when he has completed his contract there will be due and owing to him $1307.47, under Contract No. 4434.

Defendant, F. L. Somers, has not completed his contract by complying with Section 1.4.15 of the Standard Specifications for Oregon issue of May 1, 1954, relating to removal of contractor's equipment and materials.

Secretary

Oregon State Highway Commission

NOTED ON CARD

19:1070

44

Salem, Oregon
October 15, 1956

3rd Notification
Contract No. 4434

Mr. W. Reid Merritt
Resident Highway Engineer
Klamath Falls, Oregon

A letter dated October 11, 1956, from F. L. Somers, stating that he has completed removal of all equipment on Contract No. 4434, Valley Falls and Salt Creek-Lakeview Section in Lake County, has been received by Mr. H. B. Glaisyer.

Will you please check this job and submit the Third Notification, if it is in order. Acceptance of this contract, by the Highway Commission, has been held since July for 3rd Notification. We hope it can now be released.

D. B. Parkes

DBP:la

cc: Dean Swift

NOTED
H. B. GLAISYER

19-100

4434

6348

March 23, 1956

NOTED
H. B. GLAISYER

Mr. F. L. Somers
General Contractor
P. O. Box 668
Medford, Oregon

Dear Mr. Somers:

Reference is made to your letter of January 20, 1956 in which you ask the State Highway Commission to reconsider its previous action charging you extra engineering expense for failure to complete within the specified time limit State Highway Contract No. 4434, for construction of a stone base and oiling on the Valley Falls and Salt Creek-Lakeview Section of the Fremont Highway in Lake County.

Your letter was brought to the attention of the members of the State Highway Commission at its meeting on March 1, 1956 and was given very careful consideration, along with the report of the Engineer on the subject. This contract was awarded to you on May 25, 1955 with the completion date set as August 31, 1955. The records show that you did not commence operations until July 11, 1955, thereby losing 50 percent of the time allotted to you in which to complete the work. As a result of this delay in starting the job and the trouble that you had with the crusher after you commenced operations, you exceeded the time set for completion of the oiling operations by some four weeks.

The Commission carefully considered your request, but could not see its way clear in view of the factual information furnished by the Engineer to grant you the relief that you ask.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Forrest Cooper
C. H. Maison (2)

February 15, 1956

Oregon State Highway Commission

Gentlemen:

Under date of January 23 the Secretary furnished you a copy of a letter from F. L. Somers, a contractor, protesting assessment of engineering costs caused by overrun of time on his Contract No. 4434, Valley Falls and Salt Creek-Lakeview Sections of the Fremont Highway in Lake County. The essential facts of this matter are as follows:

The contract for this work was let on May 25, 1955, with the completion set for August 31, 1955. While this was a fairly early completion date, our past experience in the high elevations of Lake County is that there is not proper oiling weather much later in the year, and this job was not a large one and should easily have been completed on time.

The contractor did not start work of any nature from the date of the award of the contract on May 25 until July 11, thereby losing 50 per cent of the time allocated to him to perform the work. After starting work he had considerable crusher trouble, and these difficulties, combined with the late starting date, prevented him from starting his oiling operations until September 28, four weeks after the expiration of the contract time limit. It is doubtful that the oiling operations would have been started then had not the State loaned the contractor some materials from state-owned stock piles. By reason of delayed oiling period, about one mile of the section is poorly sealed, and the State may be faced with the necessity of resealing the project at its expense.

Due to the contractor's negligence and delay in starting the project, I cannot recommend that the engineering assessment be waived.

This matter will be on the agenda, and I recommend you reaffirm the engineering assessment for the period between August 31, 1955, the specified completion date, and November 4, 1955, the date of the actual completion. The amount of the assessment is approximately $1625.00.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

WCW:me fn

January 23, 1956

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Mr. Somers:

Received in this morning's mail was your letter of January 20, 1956 in which you ask the State Highway Commission to reconsider its action penalizing you for overrunning the time limit for completion of your Contract No. 4434 for construction of a stone base and oiling on the Valley Falls and Salt Creek-Lakeview Section of the Fremont Highway in Lake County.

I shall bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer. You will be informed when action has been taken on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
R. H. Baldock

ate: January 25, [illegible]

Description: **Letter (copy) of January 20 from F. L. Somers, Medford, re extension of time and penalty on Contract No. 4434 (Valley Falls and Salt Creek-Lakeview Sec. of Fremont Hwy) and copy of Mr. Glaisyer's acknowledgment of January 23.**

Acknowledged by_____ Referred to **Cooper** ✓

__Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
XXReturn with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks: **to Highway Commission**

PLEASE RETURN TO
W. C. WILLIAMS

Executed 1-31-56 Report Received__________

F. L. SOMERS
GENERAL CONTRACTOR
P. O. Box 668 • Telephone 3-1053
MEDFORD, OREGON

January 20,1956

Oregon State Highway Commission
Salem,Oregon

Att: Mr H.B.Glaisyer

Re: Contract # 4434

Dear Sir,

Your letter regarding extension of time and penalty on this project was received with some surprise.

It was my impression that the engineering on this project was well below the normal cost on jobs of this kind.

Some of the delays on this job were caused by conditions that should result in a claim for additional compensation, but due to our past good relations with the State Highway Commission we decided to waive any claims on this project.

The major part of the work on this project was completed on October 9,1955, at which time we shut down and overhauled some of our equipment. From October 9, to Oct,25, no engineering was required.

It is also my understanding that all of the Personnel connected with the engineering on this project were busy on other work at all times when they were not required on this project.

In view of the above, I respectfully request that you again consider my application for extension of time on this project, with out penalty.

If any further information is required please call on me.

Very Truly Yours

F.L.Somers

By F. L. Somers

FLS CS
CC: Mr Joes. Poole

CC: Mr Dean Swift

RECEIVED

ACKNOWLEDGED
H. B. GLAISYER

OREGON STA [illegible]

(date)
January 30, 1956

19-1020

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4434	5-Final	F. L. Somers	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
1367	R-142006	$ 1,307.47	1/27/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: August 31, 1955

Time Extensions: to 11-4-55 with penalty

Completion Date: Nov. 4, 1955

Date Accepted: Nov. 8, 1956

Penalties: A Time Extension penalty was assessed

Claims: None outstanding of record

Remarks:

Date: 11-29-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Floyd Query
ass't Secty

NOTED ON CARD
gf

Warrant Mailed: NOV 29 1956

Ruth Rawlings

JAN

FOR FILING

44:1

January 19, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4434 for work performed on the Valley Falls and Salt Creek-Lakeview Sections of the Fremont Highway in Lake County was completed by the contractor, F.L. Somers, on November 4, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $1,307.47 will be released to the contractor after acceptance by the Commission. The total contract amount is $96,123.99 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Continental Casualty Co.
Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

gl

4434

January 4, 1956

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from August 31 to November 4, 1955 within which to complete your contract No. 4434, covering the Valley Falls and Salt Creek-Lakeview Section of the Fremont Highway in Lake County.

The Highway Commission granted your request with the provision that all engineering costs be assessed from September 1, 1955 to November 4, 1955, the actual completion date of the contract, as penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Dean Swift,
Division Engineer

J. O. Toole,
Resident Engineer

Forrest Cooper,
Construction Engineer

19-1030

December 6, 1955

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. L. Somers on contract No. 4434, covering Valley Falls and Salt Creek-Lakeview Sections of the Fremont Highway in Lake County. This payment, in the amount of $5,574.84, will be released to the contractor on or after December 16, 1955. The retained percentage is $2,932.47.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Victor S. Risley Co.
808 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 19, 1955

Section Valley Falls & Salt Creek-Lakeview

Kind of work Stone Base and Oiling

Highway Fremont

Section prefix 19-1020

Contractor F. L. Somers

Contract number 4434

Date of contract May 25, 1955

Date of completion August 31, 1955

Date work started July 11, 1955

Estimated date of completion ...., 19....

Project authorization $ 115,543.13

Exclusive of Engineering $ 107,326.73

Per cent of time elapsed 167 %

Estimated cost of completed project, exclusive of engineering $ 103,680.00

Estimated per cent xxxxxx or underrun 3.4 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 8,216.40

Engineering cost to date $ 8,100.00, 98 %

Date project was completed November 4, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Estimate and "ecords were completed on Wednesday, and Project is now complete except for some State Force Work.

Final Report.

NOTED
OSCAR CUTLER

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

NOTED
L. H. Young

Signed Jos. G. Toole, Resident Engineer,

Address P. O. Box 1090, Klamath Falls, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		3.0		12.7	
Miles partially completed				12.7	
Miles completed		3.0		11.9	
Total estimated quantities (contract)		27,400		510 tons 4,780 Agg.	
Total quantities corrected to date		26,000		510 4,750	
Estimated quantities moved or placed to date		26,000		490 4,450	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Snow 6"		
Monday	Partly Cloudy		
Tuesday	Cloudy Cold 5°F.		
Wednesday	Snow 8"		
Thursday	Snow 2"		
Friday	Snow 6"		
Saturday			

Form [illegible]

RECEIVED
SEP [illegible] 1955
FOR FILING

O GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

NOTED
W. C. WILLIAMS

Project	Valley Falls & Sale Cr.-Lakeview
Highway	Fremont
Contractor	F. L. Somers
Submitted by	Jos. G. Toole

Contract No. 1434

Prefix No. 19-1020
County Lake
F. A. Project No.
Date reported Sept. 27, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M.P. 85.9, Lakeview-Burns Hwy.
Sampled at
To be used Base Surfacing
Sampled by J. G. Toole
Date received Sept. 23, 1955
Quantity represented 2000 c.y.

TEST RESULTS

Laboratory No. 376142
Data Sheet No. A-47139
Type of material Cr. Gravel
Screen opening: To ¼": Square; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1½	0	0	
1	17.9	17.9	
3/4	23.5	41.4	
½	19.7	61.1	
¼	19.4	80.5	
10	6.2	86.7	
40	2.4	89.1	
Pass	10.9	10.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler
Specific gravity (Le Chatelier)
Unit weight, dry rodded, lbs. per cubic foot
Unit weight, loose, lbs. per cubic foot
Fineness factor
Sodium sulfate test, per cent loss
Asphalt stripping: Natural fines
Manufactured fines
Plasticity index: Natural fines 7 %
Manufactured fines %
Liquid limit: Natural fines 31 %
Manufactured fines %
% Crushed 52.6%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use. Excess P.I. & L.L.

TEST REPORT DISTRIBUTION:

Bureau of Public Roads	
X Construction Engineer	
Maintenance Engineer	
Bridge Engineer	
Requisition Office	
X Division Engineer	Swift
X Resident Engineer	Toole
Dist. Maint. Supt.	
Foreman	
X Geology and Soils	
X Files	
X	W. C. Williams
X	J. B. Scott

Engineer of Materials

State Printing 79823

Form E-61—30M—10-54

O GON STATE HIGHWAY DEPARTM T
Materials Division

LABORATORY REPORT

Project	Valley Falls & Salt Cr.-Lakeview			Prefix No.	19-1020
Highway	Fremont			County	Lake
Contractor	F. L. Somers	Contract No.	4434	F. A. Project No.	
Submitted by	Jos. G. Toole			Date reported	Sept. 27, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material M.P. 85.9, Lakeview-Burns Hwy.

Sampled at

To be used	Base Surfacing.	Date received	Sept. 23, 1955
Sampled by	J. G. Toole	Quantity represented	2000 c.y.

TEST RESULTS

Laboratory No. 376143

Data Sheet No. A-47138

Type of material Cr. Gravel

Screen opening: To ¼": Sq.; ¼" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
1¼	0	0	
1	24.7	24.7	
3/4	21.8	46.5	
½	14.2	60.7	
¼	14.8	75.5	
10	8.2	83.7	
40	3.4	87.1	
Pass	12.9	12.9	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	6	%
Manufactured fines		%
Liquid limit: Natural fines	29	%
Manufactured fines		%

% Crushed 39.0%

RECOMMENDATIONS

Material as represented by this sample is not suitable for use.

Excess P.I. & L.L.
Insufficient [illegible] crushed material.

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
X Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
X Division Engineer Swift
X Resident Engineer Toole
Dist. Maint. Supt.
Foreman
X Geology and Soils
X Files
X W. C. Williams
X J. B. Scott

Engineer of Materials

State Printing 79635

RECEIVED
JUN 29 1955
FOR FILING

19-1020
4434

June 29, 1955

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4434, which was awarded to you by the State Highway Commission on May 25, covering the Valley Falls and Salt Creek-Lakeview Sections of the Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 27 1955
FOR FILING

11-1020
4451

May 27, 1955

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Sir:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4434 for stone base and oiling the Valley Falls and Salt Creek-Lakeview Sections of the Fremont Highway in Lake County.

This award was based on your bid of $102,705 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

20-1012 West Unit, Springfield-Walterville Section of the McKenzie Hwy. 1955
#4435

R. H. Baldock A

July 25th, 1956

NOTED
State Highway

FINAL COST ANALYSIS

West Unit, Springfield-Walterville Section
Contract #4435
[illegible]

Paving
John R. Saxton, Contractor
H. E. Mayfield, Resident Engineer

McKenzie Highway
Prefix 20-1012

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1 Crusher Run Material in Base	13,473	Cu. Yd.	$ 1.70	$ 1.55	$20,864.69	$22,904.10
1 3/4"-0 Mat'l. in Base	9,594	" "	1.80	1.70	16,298.20	17,269.20
1 Sprinkling	598.5	M/Gal.	2.00	1.75	1,047.83	1,197.00
1 Preparation of Base	All		600.00		579.72	600.00
1 & 2 3/4"-0 Material in Binder Course	296.5	Cu. Yd.	3.25	2.95	875.79	963.63
2 RC-3 Asphalt in Binder Course	26.68	Ton	40.00	38.65	1,031.22	1,067.20
1 & 2 Class "B" Asphaltic Concrete	21,154.35	"	4.95	5.06	107,100.24	104,714.03
1 & 2 Class "B" Asphaltic Concrete in Patching	1,413.19	"	5.80	5.44	7,684.03	8,196.50
2 RS-1 Asphalt in Tack Coat	8.59	"	40.00	35.59	305.68	343.60
2 Extra for Asphaltic Concrete Approaches	357	Each	20.00	20.65	7,372.10	7,140.00
1 PA #1, Blade Grader	97.75	Hour	10.00	8.80	859.94	977.50
2 PA #2, Place State-furnished Aggregate in Seal Coat	453	Cu. Yd.	3.25	3.11	1,409.74	1,472.25
2 PA #2, Furnish & Place Emulsified Asphalt in Seal Cost	83.44	Ton	58.00	52.13	4,349.92	4,839.52
1 PA #3, Extra Haul Allowance	4,284.85	Yd. Mi.	0.11	The cost incorporated in the crushed rock.		471.33
1 Force Account					318.46	318.46
					$170,097.56	$172,474.32

	Gross Revenue	Total Cost	Profit	Loss	% Profit	% Loss	Total Profit	% Profit
1 John R. Saxton	$ 72,509.26	$ 69,329.40	$3,179.86		4.3%			
2 Central Heating Company	99,965.06	100,768.16	—	$803.10	—	.8%		
	$172,474.32	$170,097.56	$3,179.86	$803.10	4.3%	.8%	$2,376.76	1.4%

West Unit, Springfield-Walterville
Contract #4435

Detail of Cost

Labor:			
Labor		$54,802.29	
Labor Insurance		4,262.13	
Health & Welfare		1,935.20	$ 60,999.62
Materials:			
RC-3 Asphalt	26.68 Ton at $25.25	$ 673.67	
RS-1 "	92.03 " " 25.00	2,300.75	
85-100 Asphalt	1,211 " " 22.50	27,241.59	
Freight on Asphalt	1,329.31 " " 5.90	7,845.29	38,061.30
Equipment Rentals & Misc. Supplies:			
Equipment Rentals, Owned		$33,278.16	
" " , Hired		11,852.01	
Gas, Oil & Grease		5,353.94	
Bond		1,034.85	
P.U.C.		449.45	
P.L. & P.D. Insurance		685.03	
Materials Purchased from Harrisburg Sand & Gravel Company		6,311.74	
Materials Purchased from Allum Brothers		238.28	
Freight & Cartage		1,622.60	
Small Tools		1,261.00	
Electric Power		1,849.55	
Heating Oil		2,267.97	
Home Office & Overhead		4,832.06	71,036.64
Total Cost			$170,097.56

West Unit, Springfield-Walterville
Contract #4435

Saxton
Detail of Cost

Labor:		
Labor	$28,397.74	
Labor Insurance	2,413.81	
Health & Welfare	879.10	
		$31,690.65
Equipment Rentals & Misc. Supplies:		
Equipment Rentals, Owned	$16,460.36	
" " , Hired	6,063.82	
Gas, Oil & Grease	4,398.31	
Bond	410.58	
P.L. & P.D. Insurance	354.97	
P.U.C.	249.45	
Material Purchased from Harrisburg Sand & Gravel Company	6,311.74	
Material Purchased from Allum Brothers	238.28	
Freight & Cartage	755.00	
Small Tools & Misc. Supplies	685.50	
Home Office & Overhead	1,710.74	
		37,638.75
Total Cost		$69,329.40

West Unit, Springfield-Walterville
Contract #4435

Central Heating Company
Detail of Cost

Labor:

Labor	$ 26,404.55	
Labor Insurance	1,848.32	
Health & Welfare	1,056.10	$ 29,308.97

Materials:

RC-3 Asphalt	26.68	Ton at	$25.25	$ 673.67	
RS-1 "	92.03	" "	25.00	2,300.75	
85-100 Asphalt	1,211	" "	22.50	27,241.59	
Freight on Asphalt	1,329.71	" "	5.90	7,845.29	38,061.30

Equipment Rentals & Misc. Supplies:

Equipment Rentals, Owned	$ 16,817.80	
" " , Hired	5,788.19	
Gas, Oil & Grease	955.63	
Heating Oil	2,267.97	
Electric Power	1,849.55	
Bond	624.27	
P.U.C.	200.00	
P.L. & P.D. Insurance	330.06	
Small Tools & Misc. Supplies	575.50	
Freight & Cartage	867.60	
Home Office & Overhead	3,121.32	33,397.89

Total Cost $100,768.16

West Unit, Springfield-Walterville
Contract #4435

Remarks:

This was a "State Project" calling for paving of 6.48 miles of highway roadbed on the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

The contract was bid and awarded May 25th, 1955. Work started June 27th and the project was completed November 3rd, 1955.

The contractor moved in and set up his crushing plant June 27th, 1955, at the state-controlled gravel deposit located in the Willamette River approximately 1.85 miles southerly from the highway at Station 182+57. Crushing was started July 7th. A total of 41,418 cu. yd. of gravel was crushed in 356 hours for an average of 116 cu. yd. per hour which was fair production for this type of crushing plant. The crushed gravel was hauled to the road with hired trucks and handled on the road with one motor grader and one roller. A small profit was made on the crushing and hauling of the base and shoulder materials.

The oiling and paving was subcontracted by the Central Heating Co. who moved in their 3,000# batch paving plant to the aggregate stockpile site where the crushing plant was set up. Paving was started August 15th, 1955. Slow progress was made on the Class "B" asphaltic concrete due to plant breakdown and rainy weather. A total of 22,567 tons of Class "B" asphaltic concrete was laid in 329 hours for an average of 68.5 tons per hour which was low production. A loss was suffered on the Class "B" asphaltic concrete, also on the road approaches due to the cold weather during October.

The contractors had good bid prices, good and fair equipment and supervision. Crusher supervision was good, paving supervision fair.

A small profit was realized on the entire project.

R. D. Asburry
Chief Cost Analyst

By . . George Kayser

RECEIVED
APR 17 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
April 13, 1956

(CONTRACT NO.) 4435

(EST. NO.) 8 Post-Final

20-1012

(CONTRACTOR) John R. Saxton

(VOUCHER NO.) 7253

(WARRANT NO.) B-148128

(AMOUNT) $ 471.33

(DATE) 4/23/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Nov. 4, 1955

Completion Date: Nov. 3, 1955

Date Accepted: Jan. 26, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 4-16-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Ass't. Secretary

NOTED ON CARD

Warrant Mailed: APR 16 1956

Ruth Rawlings

9

RECEIVED
FEB 23 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT

(date) February 23, 1956

26-[illegible]
4-[illegible]

(CONTRACT NO.) 4435

(EST. NO.) 7-Final

(CONTRACTOR) John R. Saxton

(VOUCHER NO.) 2891

(WARRANT NO.) R-143709

(AMOUNT) $ 5,108.56

(DATE) 2/23/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to Nov. 4, 1955

Completion Date: Nov. 3, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: A claim has been filed by Harrisburg Sand & Gravel Co. in sum of $6,311.77.

Remarks:

Date: 2-24-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: FEB [illegible] 1956
Ruth Rawlings

NOTED ON CARD
gf

6

RECEIVED
FEB 17 1956
FOR FILING

1012
4435

C
O
P
Y

February 16, 1956

Harrisburg Sand & Gravel Company
Morse Bros.,
P. O. Box 117
Harrisburg, Oregon

ATTENTION: W. F. Morse

Dear Sir:

This is to acknowledge your letter of February 14 in which you state that you have a claim against John R. Saxton on contract #4425 in the amount of $6,311.77.

We believe that the contract to which you refer is our contract #4435 awarded to John R. Saxton for paving the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

The United Pacific Insurance Company, 320 Lewis Bldg., Portland 4, furnished the performance bond with this contract, which bond is given to assure completion of the work and payment for all of the bills incurred in the contract.

This contract was completed November 3, 1955 and accepted by the Commission January 26, 1956. Final payment is scheduled to be made on or after February 25, 1956.

If you feel that you should protect your claim for a period longer than six months following completion of the acceptance of the contract, it is suggested that you file a claim with the Secretary of State. For your convenience in preparing this filing, we have attached excerpts of the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

HARRISBURG SAND & GRAVEL COMPANY
MORSE BROS.

February 14, 1956

Mr. H.B. Glaisyer
State Highway Commission
State Highway Bldg.,
Salem, Oregon

Dear Sir:

In September 1955 we did work for John R. Saxton on Contract #4425 in the amount of $6311.77. To date we have received nothing on this account. We therefore wish to file with you this letter of attachment against said contractor.

Thank you for your assistance on this matter.

Yours very truly,

HARRISBURG SAND & GRAVEL CO.

By
W. F. Morse-Partner

Lewis B

RECEIVED
FEB 17 1956
FOR FILING

20-1012
4435

February 16, 1956

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma, Washington

Gentlemen:

A letter has been received in this office from Harrisburg Sand & Gravel Company, P. O. Box 117, Harrisburg, informing us that John R. Saxton owes them the sum of $6,311.77.

Apparently this claim pertains to materials furnished to Mr. Saxton on our contract #4435 for paving the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: United Pacific Insurance Company
Mansfield & Company
302 Lewis Bldg.,
Portland 4, Oregon

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

cc: Mr. John R. Saxton
Idleyld Park
Oregon

NOTED ON CARD

RECEIVED
FEB 15 1956
FOR FILING

20-1012
4435

February 15, 1956

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4435 for work performed on the West Unit,Springfield-Walterville Section of the McKenzie Highway in Lane County was completed by the contractor, John R. Saxton, on November 3, 1955 and was formally accepted by the Highway Commission on January 26, 1956.

Final payment in the amount of $5,108.56 will be released to the contractor on or after February 25, 1956. The total contract amount is $$172,002.99, of which amount $318.46 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
FEB 10 1956
FOR FILING

20-1012
-1435

COPY FOR MR. W. C. Williams
From H. B. Glaisyer, Secretary

6

Main Store
Eugene
80½ Pearl St.
•
Branches
Roseburg
631 SE Rose
•
Coos Bay
2nd and Elrod
•
Coquille
42 E. Main
•
Springfield
151 Main

ORCHARD AUTO PARTS CO.
•
Distributers of
Automotive Parts, Supplies and Equipment

This letter from
80½ Pearl St.
Eugene, Oregon

NOTED
W. C. WILLIAMS

Earl T. Newbry
Secretary of State
Salem, Oregon

Dear Sir:

Please disregard our claim against John R. Saxton in the amount of $93.59 referred to in your letter of January 25, 1956.

This claim has now been paid.

Very truly yours,

ORCHARD AUTO PARTS CO.

/s/ R. C. Fults

R. C. Fults
Credit Manager

RCF:mo

RECEIVED
FEB 10 1956
OFFICE OF
STATE HIGHWAY ENGINEER

NE
PEARL ST.

BRANCHES
ROSEBURG
631 S. E. ROSE

COOS BAY
2ND AND ELROD

COQUILLE
42 E. MAIN

SPRINGFIELD
131 MAIN

ORCHARD AUTO PARTS CO.

Distributors of
AUTOMOTIVE PARTS, SUPPLIES AND EQUIPMENT

THIS LETTER FROM
804 PEARL ST.
EUGENE, OREGON

January 27, 1956

Earl T. Newbry
Secretary of State
Salem, Oregon

File No. 3540

Dear Sir:

Please disregard our claim against John R. Saxton in the amount of $93.59 referred to in your letter of January 25, 1956.

This claim has now been paid.

Very truly yours,

ORCHARD AUTO PARTS CO.

R C Fults

R. C. Fults
Credit Manager

RCF:mo

FILED
EARL T. NEWBRY
SECRETARY OF STATE

FEB 3 1956

Lewis E

RECEIVED
FEB 10 1956
FOR FILING

[illegible]
4435

February 9, 1956

Orchard Auto Parts
804 Pearl Street
Eugene, Oregon

ATTENTION: R. C. Fults

Dear Sir:

Thank you for your letter of January 27th, forwarded to us by the Secretary of State, advising that the claim against John R. Saxton in the sum of $93.59 has been paid. This claim was against our contract No. 4435.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

NOTED ON CARD

RECEIVED
FEB 10 1956
FOR FILING

1435

1105

February 9, 1956

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Building
Tacoma, Washington

Gentlemen:

A letter has been received from the Orchard Auto Parts Company in which they wrote as follows:

> "Please disregard our claim against John R. Saxton in the amount of $93.59 referred to in your letter of January 25, 1956.
>
> This claim has now been paid".

This claim pertains to our contract No. 1435 concerning which we wrote to you on January 25th.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: United Pacific Insurance Company
Portland Branch Office
627 Board of Trade Bldg.,
Portland 4, Oregon

cc: United Pacific Insurance Company
Mansfield & Company
302 Lewis Bldg.,
Portland 4, Oregon

cc: Mr. John R. Saxton
Idleyld Park
Oregon

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Feb. 2, 1956

1435

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are enclosing a copy of a letter from Orchard Auto Parts Co., advising that their claim in the sum of $93.59 against the bond taken from John R. Saxton, has been paid.

This information is for your records and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

NF:M
Enc.

REFERRED TO
BY SECRETARY

[illegible]

NOTED ON CARD
gl

RECEIVED
FEB 8 1956
FOR FILING

4435

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

[illegible]ruary 7, 1956

Mr. John R. Saxton
Idleyld Park
Oregon

Dear Sir:

The State Highway Commission at its meeting held on January 26 had under discussion your request for an extension of time from October 30 to November 4, 1955 within which to complete your contract No. 4435, for paving on the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

H. E. Mayfield,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
FEB 6 1956
FOR FILING

20-1012

4435

[illegible]

February 1, 1956

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

Attached is copy of a claim which has been filed with the Secretary of State by Orchard Auto Parts Co. against John R. Saxton, in the sum of $93.59. The claim is for truck parts and shop supplies furnished on Highway Contract No. 4435, awarded to John R. Saxton for paving on the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

This information is provided as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc John R. Saxton
Idleyld Park, Oregon

Mansfield & Co.
302 Lewis Building
Portland 4, Oregon

NOTED ON CARD

MAIN STORE
EUGENE
804 PEARL ST.

BRANCHES
ROSEBURG
631 S. E. ROSE

COOS BAY
2ND AND ELROD

COQUILLE
42 E. MAIN

SPRINGFIELD
151 MAIN

ORCHARD AUTO PARTS CO.

Distributors of
AUTOMOTIVE PARTS, SUPPLIES AND EQUIPMENT

THIS LETTER FROM
804 PEARL ST.
EUGENE, OREGON

January 23, 1956

Secretary of State
State of Oregon
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned Orchard Auto Parts Co. has a claim for truck parts and shop supplies used for maintenance of equipment, while on construction job, in the sum of $93.59 against the bond taken from John R. Saxton and United Pacific Insurance Co. for the work of Contract No. 4435 for paving the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

Very truly yours,

ORCHARD AUTO PARTS CO.

R C Fults

R. C. Fults
Credit Manager

RCF:mo

FILED
JAN 25 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
JAN 25 1956
EARL T. NEWBRY

RECEIVED
FEB 6 1956
FOR FILING

20-1012

4435

February 1, 1956

Honorable Earl T. Newbry
Secretary of State
Salem, Oregon

Attention: Mr. M. McVay

Dear Sir:

This is to acknowledge your letter of January 25 to which was attached three copies of a claim filed with your office by Orchard Auto Parts Co. against John R. Saxton for parts and shop supplies furnished on our Contract No. 4435. The claim is in the sum of $93.59 and bears your file No. 3540.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD

FOR FILING

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

[illegible], [illegible]

[illegible]

Dear [illegible]:

[illegible]

[illegible]

[illegible],

[illegible]

M. McVay

[illegible]

REFERRED BY SECRETARY

NOTED [illegible]

RECEIVED
[illegible]

RECEIVED
JAN 23 1956
FOR FILING

January 20, 1956

Orchard Auto Parts Co.
804 Pearl Street
Eugene, Oregon

Attention: Mr. R. C. Fults
Credit Manager

Gentlemen:

This is to acknowledge your letter of January 19 in which you state that John R. Saxton owes you the sum of $93.59 for purchases made while operating on a contract on the McKenzie Highway. We believe that this job is our Contract No. 4435 for paving the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County. The job was completed November 3, 1955 but has not yet been accepted by the State Highway Commission.

United Pacific Insurance Company, Medical Arts Building, Tacoma, Washington, furnished the bond with this contract to assure completion of the work and payment of all bills incurred in the contract.

If you wish to protect your claim for a period longer than six months following completion of the work and acceptance by the Commission, it is suggested that you file your claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the necessary procedure. In the meantime, the claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

PEARL ST.

BRANCHES
ROSEBURG
631 S. E. ROSE
COOS BAY
2ND AND ELROD
COQUILLE
42 E. MAIN
SPRINGFIELD
151 MAIN

MEWA

ORCHARD AUTO PARTS CO.

Distributors of
AUTOMOTIVE PARTS, SUPPLIES AND EQUIPMENT

THIS LETTER FROM
804 PEARL ST.
EUGENE, OREGON

January 19, 1956

4435

State Highway Commission
Salem Oregon

Re: John R. Saxton

Gentlemen:

We are carrying a balance on our ledger for the account of John R. Saxton, in the amount of $93.59. This covers purchases made during August and September while they were doing a job on the McKenzie Highway.

This is long past due and repeated statements have brought no results.

We ask that you take the necessary steps to see that the indebtedness is paid in full.

Very truly yours,

ORCHARD AUTO PARTS CO.

R C Fults

R. C. Fults, Credit Mgr.

RCF:db

cc: John R. Saxton

REFERRED TO
BY SECRETARY

RECEIVED
JAN 30 1956
STATE HIGHWAY COMMISSION

NOTED ON CARD
gl

RECEIVED
JAN 23 1956
FOR FILING

[illegible]
4435

January 20, 1956

United Pacific Insurance Company
Medical Arts Building
Tacoma, Washington

Gentlemen:

A letter has been received from Orchard Auto Parts Co., 804 Pearl Street, Eugene, stating that John R. Saxton, Idleyld Park, owes them the sum of $93.59 for purchases made during August and September, 1955, while Mr. Saxton was operating on the McKenzie Highway. We believe that the work referred to is our contract No. 4435 awarded to John R. Saxton for paving the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

Mr. John R. Saxton
Idleyld Park, Oregon

Commissioners
Mr. R. H.Baldock
Mr. W.C. Williams

RECEIVED
DEC 30 1955
FOR FILING

[illegible]
4455

December 30, 1955

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to John R. Saxton on contract No. 4435, for paving on West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County. This payment, in the amount of $426.80, will be released to the contractor on or after January 9, 1956. The retained percentage is $5,161.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD
J

RECEIVED
DEC 30 1955
FOR FILING

27-4-2
4435

December 29, 1955

Oregon State Highway Commission

Request for extension of time
No. 1
January 26-27 meeting.

Gentlemen:

Herewith a request from John R. Saxton for an extension of time on the West Unit of the Springfield-Walterville Section, Contract No. 4435, from October 30 to November 4, 1955.

The addition of a seal coat to this project after the contract was awarded, necessitated the overrun in time. The State suffered no inconvenience nor added expense, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Encl.

cc Mr. Forrest Cooper

8

RECEIVED
NOV 29 1955
FOR FILING

20-1012
4-1

November 29, 1955

United Pacific Insurance Co.
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to John R. Saxton a portion of the funds heretofore retained by the Commission on contract No. 4435, for paving on the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

This payment, in the amount of $27,376.32, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $5,148.48. The present payment will be released on or after December 9, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

6

RECEIVED
NOV 23 1955
FOR FILING
20-1012
4435

FORM E-120 [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

November 21, 1955

Mr. John R. Saxton
Idleyld Park
Oregon

Dear Sir:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from September 30 to October 30, 1955 within which to complete your contract No. 4435 for paving on the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards,
Division Engineer

Harley E. Mayfield,
Resident Engineer

Forrest Cooper,
Construction Engineer

20-1012

6

Form E-1-Rev 6-50—10M

O GON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 5, 19 55

Section West Unit, Springfield-Walterville
Highway McKenzie
Contractor John R. Saxton
Date of contract May 25, 19 55
Date work started June 27, 19 55
Project authorization $200,556.56
Exclusive of Engineering $186,244.76

Kind of work Paving
Section prefix 20-1012
Contract number 4435
Date of completion September 30, 19 55
Estimated date of completion November 3, 19 55
Per cent of time elapsed 163/128 127 %

Estimated cost of completed project, exclusive of engineering $200,530.79
Estimated per cent overrun or underrun None %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $14,261.80
Engineering cost to date $ 9,581.35, 67 %
Date project was completed November 3, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor rolled and bladed shoulders which completed this project.

Mr. Chandler, Mr. Saxton and myself were over the project Wednesday, November 2. Mr. Chandler stated that the job would be acceptable upon shaping and rolling of shoulders which work was done.

Blade and one man working balance of the week cleaning up pit area.

NOTED
OSCAR .. CUTLER

Field crew of 3 men 5 days counting and tieing road approaches.

One inspector 3 days.

This will be the last weekly report on this project.

NOTED
L. H. Young

RECEIVED
[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
W. T. WRIGHT

Signed

Address Rm. 4, 506½ Main Street, Springfield

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 96385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.48			6.48
Miles partially completed					
Miles completed		6.48			6.48
Total estimated quantities (contract)		24,800 c.y.			23,500 T.
Total quantities corrected to date		23,067 c.y.			22,578 T.
Estimated quantities moved or placed to date		23,067 c.y.			22,578 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8

Average force on project for week	7
Men	4
Supervision	1
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Rain		
Tuesday	"		
Wednesday	Showers		
Thursday	Cloudy		
Friday	Showers		
Saturday			

RECEIVED
OCT 21 1955
FOR FILING

October 20, 1955

1896

Mr. Lynn Moore
Attorney at Law
4th and Main Streets
Springfield, Oregon

Dear Sir:

Reference is made to your communication of October 5 in behalf of your client, Mr. Herbert Harms, in a claim for damage to two automobile tires due to reconstruction of the McKenzie Highway in the vicinity of Virginia Street in Springfield, Oregon.

I understand that in our field investigation you have been contacted and advised that full responsibility and liability for the safety of traffic is made an obligation of our contractor in any contract agreement with the State Highway Commission. Therefore, I merely wish to suggest that any further correspondence with respect to the claim be directed to John R. Saxton, P. O. Box 262, Clatskanie, Oregon, who was performing the work under Contract Agreement No. 4435 with the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS:er

cc Mr. E. A. Collier

FOR FILING
OCT 31 1955

FORM E-90X—90,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1955

SUBJECT: Assign. #1896 - WWS -
Tire Damage, McKenzie
Hwy., Springfield -
Herbert Harms

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer

We return herewith your Assignment #1896 which concerned a letter from Lynn Moore, Attorney at Springfield, making claim in the amount of $25.00 on behalf of his client, Herbert Harms, of 3921 Virginia Street, Springfield, for damage to two tires on Mr. Harms' car which he stated was caused by a 5" drop from the edge of pavement on the McKenzie Highway to the surface on Virginia Street.

We attach hereto a report from L. R. Chandler, Assistant Division Engineer, in which he states that it would be possible for this damage to have occurred at the location given as it is within the area of a construction project.

Date of the damage was not supplied by Mr. Moore. The construction was being performed by Contractor John R. Saxton under Contract #4435, West Unit Springfield-Walterville Section, McKenize Highway.

During the course of the investigation H. E. Mayfield, Resident Engineer, contacted both Mr. Saxton and Attorney Moore. Mr. Harms was advised to see the contractor about his tire damage.

We suggest that Mr. Moore be advised to address any further correspondence in connection with this claim to John R. Saxton, P. O. Box 262, Clatskanie, Oregon.

Very truly yours,

E. A. Collier
Maintenance Engineer

By John A. Phillips
John A. Phillips
Assistant Office Engineer

RECEIVED
OCT 19 1955
OFFICE OF
STATE HIGHWAY ENGINEER

Enclosure
JAP:js

CC: C. W. Enfield

NOTED
W. W. STIFFLER

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 17, 1955

SUBJECT:

To: E. A. Collier
Maintenance Engineer

Att: E. Johnson

Dear Sir:

Reference is made to your letter of October 7th in regard to the claim for tire damage made by Mr. Lynn Moore, attorney at Springfield in behalf of his client Mr. Herbert Harms of that City. We found that there was a drop off from the new paving at 38th St. which Mr. Harms claims he uses as an entrance to the McKenzie Highway. Mr. Harms tires could have been damaged at that point, although there is not direct evidence that this is the case. 38th Street and any nearby connection between the highway and Virginia St. is within the construction limits and within the signs posted at the end of the project.

Mr. Harms was advised that he should see the contractor about the matter. He was also told that he should have some form of proof to convince the contractor that he had damaged the tires at that point.

H. E. Mayfield, Resident Engineer, contacted both Mr. Saxton, the contractor, and Mr. Moores the attorney whom I was unable to see or talk to as he was absent.

Very truly yours,

Tom Edwards
Division Engineer

By L R Chandler

L. R. Chandler
Ass't Division Engineer

LRC/ds

NOT'D
E. A. COLLIER

ASSIGNMENT

Date: October 6, 1955 No. 1896 By WWS

Description: Letter from Lynn Moore, Attorney, Springfield, Oregon dated 10-5-55 re damage claimed to have been suffered to two automobile tires on a vehicle owned by Herbert Harms

Acknowledged by_____ Referred to Mr. Collier

XX Investigate and report with recommendation
__Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr._______
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. W. STIFFLER
FOR FILING

Executed Oct. 19-55 Report Received__________

N MOORE
RNEY AT LAW
MAIN STREETS
GFIELD, OREGON
LEPHONE 7-3424

ber 5, 1955

sion

3921 Virginia St., Springfield, Oregon,
tive to the dangerous condition on the
proach of Virginia Street to the highway,
ch jump from the highway to the road.
ile tires which he states have a reason-
says it is a very dangerous condition and
attention to this fact, and he would also
sented to your claims department in this

Very truly yours,

Lynn Moore

LM:ms

RECEIVED
OCT 6 1955
OREGON
STATE HIGHWAY COMMISSION

LYNN MOORE
ATTORNEY AT LAW
4TH AND MAIN STREETS
SPRINGFIELD, OREGON
TELEPHONE 7-3424

October 5, 1955

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Mr. Herbert Harms, of 3921 Virginia St., Springfield, Oregon, has been in my office relative to the dangerous condition on the McKenzie Highway of the approach of Virginia Street to the highway, as a result of the five-inch jump from the highway to the road. He has damaged two automobile tires which he states have a reasonable value of $25.00. He says it is a very dangerous condition and has requested I call your attention to this fact, and he would also like to have his claim presented to your claims department in this amount.

Very truly yours,

Lynn Moore

LM:ms

RECEIVED
OCT 6 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 13 1955
FOR FILING

[illegible]
4435

October 12, 1955

Request for extension of time
No. 14
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from John R. Saxton for an extension of time on the West Unit, Springfield-Walterville Section, Contract No. 4435, from September 30, 1955 to October 30, 1955.

All work on this project was completed by the specified completion date with the exception of the seal coat, which was negotiated as an additional item to the contract. There will be no inconvenience to the public or added expense to the State, and I would recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

RECEIVED
JUL 19 1955
FOR FILING

20-1012
4435

July 18, 1955

Mr. John R. Saxton
Idleyld Park
Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4435, which was awarded to you for your files by the State Highway Commission, for paving on the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

An executed copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 24 1955
FOR FILING

20-1012
4435

June 24, 1955

Mr. John R. Saxton
Idleyld Park
Oregon

Dear Sir:

We are returning herewith the original and duplicate copies of contract No. 4435, which was awarded to you by the State Highway Commission for paving on the West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County, for the witnessing of your signature on the contract page.

We also enclose your check No. 353, in the amount of $1000, in favor of Mansfield & Co., which was attached to the contracts. We assume your intention was to mail the contracts and check to Mansfield & Co. for execution of the performance bond, as the bond page is blank.

Please have your signature on the contract page witnessed, which is a requirement of the State Highway Commission for all contracts awarded, and have the bond executed in conformance with the enclosed instructions.

When this has been done return both copies to this office to be signed by the Highway Commission, after which a fully executed copy will be returned to you for your files.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

3

RECEIVED
MAY 27 1955
FOR FILING

20-1112
4455

May 27, 1955

Mr. John R. Saxton
Idleyld Park
Oregon

Dear Sir:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4415 for paving West Unit, Springfield-Walterville Section of the McKenzie Highway in Lane County.

This award was based on your bid of $174,272.50 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
FEB 7 1955
FOR FILING

[illegible]-1012
4435

Salem, Oregon
February 4, 1955

Mr. Tom Edwards

There has been referred to me your proposal to transfer $200,000 of state construction funds from its intended purpose of resurfacing the McKenzie Highway from Springfield to Walterville to the construction of 1.8 miles of four-lane highway eastward from the Springfield city limits.

This type of state money, set up annually in the budget, is for the stabilizing of weak pavements or oiled surfacings which require excessive maintenance costs, and is not intended as a reconstruction fund. We have been told for several years that the maintenance costs were excessive by reason of log haul on this section of the McKenzie Highway, and the funds were allocated solely for the purpose of decreasing this high maintenance cost.

You will please proceed to work up plans for $3\frac{1}{2}$-inch asphaltic concrete resurfacing of the existing pavement, starting at the end of the four-lane pavement at the east city limits of Springfield and proceeding as far easterly as funds will cover. According to straight line charts it is 9.2 miles from the city limits of Springfield to Walterville, and the $200,000 should be sufficient to resurface this section. In the event, however, that the funds will not reach to Walterville, you may cut the project back to the Hendricks Bridge.

Mr. Collier suggests that a slight improvement in the alignment or flattening of curvature should be made at the Hendricks Bridge. Please take this into consideration in preparing your plans for the project.

W. C. Williams

WCW:mm
cc Mr. W. W. Stiffler
Mr. H. G. Smith
Mr. E. A. Collier

FORM E-20X 37½ 3-54 73730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon

February 2, 1955

SUBJECT:

To:

H. G. Smith
Construction Engineer

Dear Sir:

The State construction budget for this year includes an item of $200,000 for resurfacing from Springfield to Walterville. My original belief was to the effect that this resurfacing on the McKenzie should be done from Hendricks Bridge easterly, inasmuch as this was a high maintenance area. However, it was not so included in the budget.

I submit the attached order, therefore, to begin work at the easterly end of the 4-lane section which was constructed on the South "A" Street project. It is my belief that it should be a 4-lane section as far easterly as the Weyerhauser Logging Road, M.P. 4.30.

It is my further belief that storm drainage will have to be placed throughout the area to permit 4-laning on the existing road. I propose a section which will provide four traveling lanes 12 feet in width with a 4-foot center divider of asphaltic concrete bars, and with 10-foot shoulders to be installed at present. At some future date curbs can be installed which will provide for an 8-foot parking lane outside the moving lanes contemplated and will permit construction of a 6-foot sidewalk throughout.

No right of way acquisition will be necessary for this project, except as such may be dictated by necessity for proper drainage installations. It is not proposed to install the catch basins at this time, except as may be indicated as necessary upon completion of a detailed survey.

Very truly yours,

Tom Edwards

Tom Edwards
Division Engineer

TE:gb
Encl.

[illegible] for [illegible]
[illegible] Mr. Smith

RECEIVED
FEB 3 1955
OFFICE OF
CONSTR[illegible] ENGINEER

20-8313 Cooks Ranch-Scott Lake Rock 1955
Production Project on the
#4436 McKenzie Hwy.

RECEIVED
NOV 14 1955
FOR FILING

20-8313

[illegible]

November 7th, 1955

FINAL COST ANALYSIS

Cooks Ranch-Scott Lake Section
Contract #4436

Rock Production
E. C. Hall Co., Contractor
H. E. Mayfield, Resident Engineer

McKenzie Highway
Prefix 20-8313

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-$\frac{1}{2}$" Cr. Rock in Stockpile	4,974.47	Cu. Yd.	$3.56	$3.26	$16,246.87	$17,709.11
$\frac{1}{2}$"-$\frac{1}{4}$" Cr. Rock in Stockpile	4,918.29	" "	3.56	3.26	16,063.95	17,509.11
$\frac{1}{4}$"-#10 Cr. Rock in Stockpile	1,924.37	" "	3.56	3.26	6,279.53	6,850.76
$\frac{1}{4}$"-0" Cr. Rock in Stockpile	500	" "	3.56	3.26	1,628.00	1,780.00
SP Haul Adjustment, Favor of State	4,549.9	Yd. Mi.	.10			- 454.99
SP Screen Rejects in Stockpile	36.05	Cu. Yd.	.25	.25	9.01	9.01
Force Account					901.48	1,090.72
					$41,128.84	$44,493.72

Gross Revenue	$44,493.72
Total Cost	41,128.84
Net Profit	$ 3,364.88

Net Profit Equals 7.6% of Gross Revenue

NOTED
State Highway Engineer

Cooks Ranch-Scott Lake
Contract #4436

Detail of Cost

Labor:		
Labor	$12,949.53	
Labor Insurance	841.69	
Health & Welfare	375.51	
		$14,166.73
Equipment Rentals & Misc. Supplies:		
Equipment Rental, Owned	$ 9,354.09	
" " , Hired Fully-operated	9,435.01	
Gas, Oil & Grease	1,772.66	
Move In, Freight & Cartage	4,353.90	
Bond	266.96	
Home Office & Overhead	1,779.49	
		26,962.11
Total Cost....................		$41,128.84

Cooks Ranch-Scott Lake
Contract #4436

Breakdown of Crushing Cost

	Quantity	Unit	Total Cost	Unit Cost
Move In & Set Up	12,317.13	Cu. Yd.	$ 7,343.75	$0.599
Load	"	" "	4,310.90	0.355
Haul to Crusher	"	" "	3,897.09	0.312
Feed Crusher	"	" "	480.00	0.038
Crushing	"	" "	14,751.60	1.19
Haul Cr. Rock & Stockpile (6.3 Mi. Av. Haul)	"	" "	9,435.01	0.766
	12,317.13	Cu. Yd.	$40,218.35	$3.26

ENT

Cooks Ranch-Scott Lake
Contract #4436

Remarks:

This was a State Project for crushing and stockpiling 12,317.13 cu. yd. of rock for maintenance. The contract was bid and awarded May 25, 1955. Work started June 6, and the project was completed August 2, 1955.

The contractor started moving in the crushing equipment to the designated state-controlled quarry approximately 0.5 mile northeasterly from the highway at M.P. 55 (Belknap Springs Junction) on June 6, 1955. Erection of crushing plant was started immediately and required approximately 3 weeks which was slow progress due to the hot and dry weather. All equipment operation was closed down in the P.M. due to the U. S. Forest Service regulations.

Crushing operation started June 24 for a trial run, and actual crushing started June 27. A total of 12,317.13 cu. yd. of crushed rock was produced in 182 hours for an average of 67.5 cu. yd. per hour, which was low production for this type of crushing plant.

The contractor cleared a stockpile site adjacent to the quarry site on force account.

The contractor had good bid prices, good equipment and supervision, realizing a fair profit.

Oscar Cutler
Chief Cost Analyst

By . . George Kayser

RECEIVED
OCT 11 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 7, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4436	3-Final	E. C. Hall Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20342	R-123640	$ 1,239.41	10/7/55

2[illegible]
4436

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 31, 1955

Time Extensions: None

Completion Date: Aug. 2, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 10-11-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 11 1955
Ruth Rawlings

NOTED ON CARD
JL

RECEIVED
SEP 30 1955
FOR FILING

[illegible]

[illegible]

September 30, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

State Highway Contract No. 4436 for rock production on the Cocks Ranch-Scott Lake Section of the McKenzie Highway in Lane County was completed by the contractor, E. C. Hall Co., on August 2 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $1,239.41 will be released to the contractor on or after October 10 1955. The total contract amount is $44,493.72, of which amount $1,090.72 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD

8

RECEIVED
AUG 31 1955
FOR FILING

[illegible]
4436

August 30, 1955

CERTIFIED MAIL

Hansen & Rowland, Inc.
1300 Puget Sound Bank Bldg.
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. C. Hall Co. on contract No. 4436, for rock production on the Cooks Ranch-Scott Lake Section of the McKenzie Highway in Lane County.

This payment, in the amount of $27,598.34, will be released to the contractor on or after September 9, 1955. The retained percentage is $1,337.76.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seaboard Surety Co.
75 Maiden Lane
New York 38, N. Y.

NOTED ON CARD
gl

[illegible] HIGHWAY DEPARTMENT

[illegible]r's Weekly Report

[illegible]RUCTION PROJECTS ONLY

For Week Ending August 6, 19 55

Kind of work Rock Production

Section prefix 20-8313

Contract number 4426

[illegible], 19 55

Date of completion October 31, 19 55

[illegible] started June 6, 19 55

Estimated date of completion August 2, 19 55

[illegible]rization . . . . $ 49,410.00

Per cent of time elapsed 73 / 150 49 %

[illegible]ngineering . . . . $ 45,896.40

[illegible] of completed project, exclusive of engineering . . . . $ 45,896.40

Per [illegible]tract completed, based on total contract price . . . . 100 %

Engineer[illegible] authorization . . . . . . $ 3,513.60

Engineering cost to date $ 2,325.68, 66 %

Date project was completed August 2, 19 55

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished crushing material on Monday, August 1, and finished shaping stockpiles on Tuesday, August 2.

The rest of the week was spent in disassembling and moving the crusher. Contractor expects to have all equipment moved from project by August 10.

Crew of 4 men, 3 days, finished remeasuring stockpiles.

This will be the last weekly report on this project.

NOTED
W. T. WRIGHT

RECEIVED
1955
OFFICE OF

Signed H. E. Mayfield

Address Rm. 4, 506½ Main St., Springfield, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77080

NOTED
FORREST COOPER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			12,000 C.Y.		
Estimated quantities moved or placed to date			12,000 C.Y.		
Average daily quantities			300 C.Y.		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			14		

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							4
Men and trucks under 3 tons	4						
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers 1, Sheep-foot rollers ...., ..., Dumpster 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday			

b

RECEIVED
JUN 29 1955
FOR FILING

7313

4436

June 29, 1955

E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4436 awarded to you by the State Highway Commission on May 25, for rock production on the Cooks Ranch-Scott Lake Section of the McKenzie Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

B

RECEIVED
MAY 27 1955
FOR FILING

20-8313
4436

May 27, 1955

E. C. Hall Co.
12012 S. W. Barbur Blvd.
Portland 19, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4436 for Cooks Ranch-Scott Lake Rock Production Project on the McKenzie Highway in Lane County.

This award was based on your bid of $42,720 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: M. G. Smith
S. H. Probert
R. G. Savage, SIAC

122-1056 Queen Avenue (Albany) Section 1955
of the Corvallis-Eastside Hwy
#4437 in Albany.

12 [illegible]

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 19, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4437	5-Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7599	R-148492	$ 1,897.78	4/19/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to Dec. 1, 1955

Completion Date: Nov. 29, 1955

Date Accepted: Dec. 19, 1955

Penalties: None

Claims: None

Remarks:

Date: 4-20-56

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
~~H. B. Glaisyer~~
Ass't Secretary

[illegible]
g

Warrant Mailed: APR 20 1956

Ruth Rawlings

ECEIVED
APR 10 1956
FOR FILING

[illegible]
4437

April 9, 1956

CERTIFIED MAIL

Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4437 for work performed on the Queen Avenue (Albany) Section of the Corvallis-East Side Highway in Linn County was completed by the contractor, Warren Northwest, Inc., on November 29 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $1,897.78 will be released to the contractor on or after April 19, 1956. The total contract amount is $63,237.02 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

gl

cc:Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

ILED ON CARD

RECEIVED
JAN 24 1956
FOR FILING

[illegible]
4437

January 23, 1956

CERTIFIED MAIL

Federal Insurance Company
Rodgers Insurance Agency, Inc.
803 Title & Trust Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc. on contract No. 4437, covering the Queen Avenue (Albany) Section of the Corvallis-East Side Highway in Linn County. This payment, in the amount of $5,835.54, will be released to the contractor on or after February 2, 1956. The retained percentage is $1,897.09.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Federal Insurance Co.
Robt. E. Wallace, Mgr.
320 California St.
San Francisco 4, Calif.

NOTED ON CARD
gl

RECEIVED
JAN 6 1956
FOR FILING

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

4437

January 5, 1956

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 15 to December 1, 1955 within which to complete your contract No. 4437, for grading and paving on the Queen Avenue (Albany) Section of Corvallis-East Side Highway in Linn County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

S. P. Walters,
Resident Engineer

Forrest Cooper,
Construction Engineer

6

RECEIVED
DEC 7 - 1955
FOR FILING

122 1956
4459

December 6, 1955

Request for extension of time
No. 25
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Warren Northwest, Inc. for an extension of time on the Queen Avenue (Albany) Section of the Corvallis-Eastside Highway, Contract No. 4A37, from October 15, 1955 to December 1, 1955.

All major work on this project was completed by the specified date, but extremely heavy rainfall during October hampered the completion of several small items and the final cleanup on the job.

The State suffered no inconvenience nor added expense, and I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt 1g

6

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 24, 1955, 19

Section Queen Avenue (Albany)

Kind of work Grading & Paving

Highway Corvallis-East Side

Section prefix 122-1056

Contractor Warren Northwest Inc

Contract number 4437

Date of contract May 25, 1955, 19

Date of completion Oct. 15, 1955, 19

Date work started July 11, 1955, 19

Estimated date of completion Oct. 15, 1955, 19

Project authorization $69,667.09

Per cent of time elapsed 85 %

Exclusive of Engineering $64,712.98~~[illegible]~~/ 122/143/21

Estimated cost of completed project, exclusive of engineering $64,712.98

Per cent of contract completed, based on total contract price 98 %

Engineering authorization $4,954.98

Engineering cost to date $3600, 73 %

Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor placed pavement seal Tuesday. Working on sidewalk and catchbasins. Will complete project probably next week/

NOTED
H. G. SMITH

RECEIVED
SEP 27 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed S Walter

Address Box 324, Albany

NOTED
L. H. Young

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.62	.62		.62	.62
Miles partially completed					
Miles completed	.62	.62		.62	.62
Total estimated quantities	8,400	5,700		130	2,450
Estimated quantities moved or placed to date	8,000	6194		125	2,272
Average daily quantities	178	310		125	455
Average daily quantities necessary to complete project on time	complete	complete		complete	complete
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				20	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ....1...., Rollers ....2...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Distr. 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

B

RECEIVED
JUN 28 1955
FOR FILING

122-1056
4437

June 27, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4437, covering the Queen Avenue (Albany) Section of the Corvallis-East Side Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 9 1955
FOR FILING

122-1055
4/4/39

file b

MISC. CONTRACTS and
AGREEMENTS No. 1641

June 7, 1955

Mr. C. G. Reiter, City Manager
City Hall
Albany, Oregon

Dear Sir:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Albany covering the improvement and widening of Queen Avenue in the City of Albany.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

P. S. One fully executed copy of the above agreement has been retained in this office for the Commission's files.

B

RECEIVED
MAY 27 1955
FOR FILING

22-1056
4437

May 27, 1955

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4437 for grading and paving Queen Avenue (Albany) Section of the Corvallis-Eastside Highway in Linn County.

This award was based on your bid of $60,926.30 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

RECEIVED
MAY 2? 1955
FOR

FORM 530 [illegible] 10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

122-1056

4437

Salem, Oregon
May 24, 1955

W. C. WILLIAMS

SUBJECT:

To: Mr. C. H. Maison
Accountant

Attached is a check in the amount of $20,500 from the city of Albany. This amount represents the city's share on the Queen Avenue widening and resurfacing project on the Corvallis-Eastside Highway in Albany.

John W. Cattrall
Engineer, County and City Relations

By John D Graham

John D. Graham
Office Engineer

JDG:mm
Att.

cc: W. C. Williams

RECEIVED
MAY 24 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 16 1955

122-10[illegible]
4437

January 28, 1955

Hon. Charles McCormack, Mayor
City of Albany
Albany, Oregon

Dear Mr. McCormack:

This note is simply to confirm the arrangement with the City of Albany that was approved by the State Highway Commission at its last meeting for improvement of Queen Avenue (Route of the Corvallis-Eastside Secondary Highway).

The Commission understands that this project is estimated to cost $82,000 and that the City of Albany will pay 25 per cent of the cost, or the maximum of $20,500. The arrangement is to be covered by written agreement between the City and the State, which will be prepared in this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:mm

STATE HIGHWAY COMMISSION MEETING

Delegation Re improvement of Queen Avenue (Linn Co.)

Date January 19, 1955

Time 2:00

Name	City or Town	Capacity
Charles McCormack	Albany	Mayor
John Cox	Albany	Supt. Union High School Dist. #2
D. J. Donahue	Albany	Chamber of Commerce

2:00 P.M.

Mayor of Albany re
improvement of Queen Ave -
appropriation 3b-6 O.B.

.C. Williams:

Three copies of the City of Albany first step for the improvement of Queen Ave. Resolution of Intention to Improve. These are all originals.

We would like to keep in touch with the proceedings as they progress so we can take the necessary legal steps to assess a portion of the cost to abutting property.

Please advise us as to what steps you desire on our part.

1-14-[illegible] [illegible]

[illegible]

NOTED
W C WILLIAMS

W. G. WILLIAMS

RESOLUTION NO. 298

WHEREAS, there has heretofore been filed with the Recorder of the City of Albany a petition, signed by the owners of more than fifty per cent (50%) of the abutting property, to the street below described requesting improvement of the same by grading, drainage, base and suitable hard surfacing, and

WHEREAS, said petition requests the City of Albany to join with the State of Oregon, acting by and through the State Highway Commission in effecting such improvement:

BE IT RESOLVED by the Mayor and City Council of the City of Albany, Oregon, that it is expedient and necessary to improve the following described street, to-wit:

> Queen Avenue from the East line of Broadway Street to the West line of Highway 99-E, Albany, Linn County, Oregon.

by grading, drainage, base and suitable hard surfacing in conjunction with the State of Oregon, acting by and through the State Highway Commission. The City Engineer

AGENDA
JAN 18 1955
3b-6

STATE HIGHWAY COMMISSION MEETING

Delegation City of Albany

Date 10:00 a.m.

Time December 8, 1954

Name	**City or Town**	**Capacity**
Chas. K. McCormack	Albany	Mayor (Spokesman)
John Coy	"	Principall, Albany Union High #8
James K. Weatherford	"	Member, Union High School Board #8
Robert Groshong	"	Chairman " " " " "
Stephen Shelton	"	Regional Director, U.S. Bureau of Mines
William Wilkenson	"	Member, Union High School Board #8
Donald J. Donahue	"	Mgr., Albany C. of C.

E.K.
V.A.

AGENDA
DEC 8 1954
D

December 3, 1954

Mr. John Cox
Superintendent of Schools
Albany, Oregon

Dear Mr. Cox:

I am writing this letter to confirm the appointment that I made for you a few moments ago, through Mr. R. H. Baldock, for a delegation from Albany to discuss with the State Highway Commission at its next regular meeting improvement of Queen Avenue (route of the Corvallis-Eastside Secondary Highway) past Albany School.

As stated, this meeting of the Commission will be held in Portland on Tuesday and Wednesday, December 7 and 8, 1954. Delegations will be heard on the second day -- Wednesday the 8th, on which day I have reserved for the convenience of your group fifteen minutes of time, starting at 10:00 a.m. The meeting place will be in the Green Room on the first floor of the Imperial Hotel.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

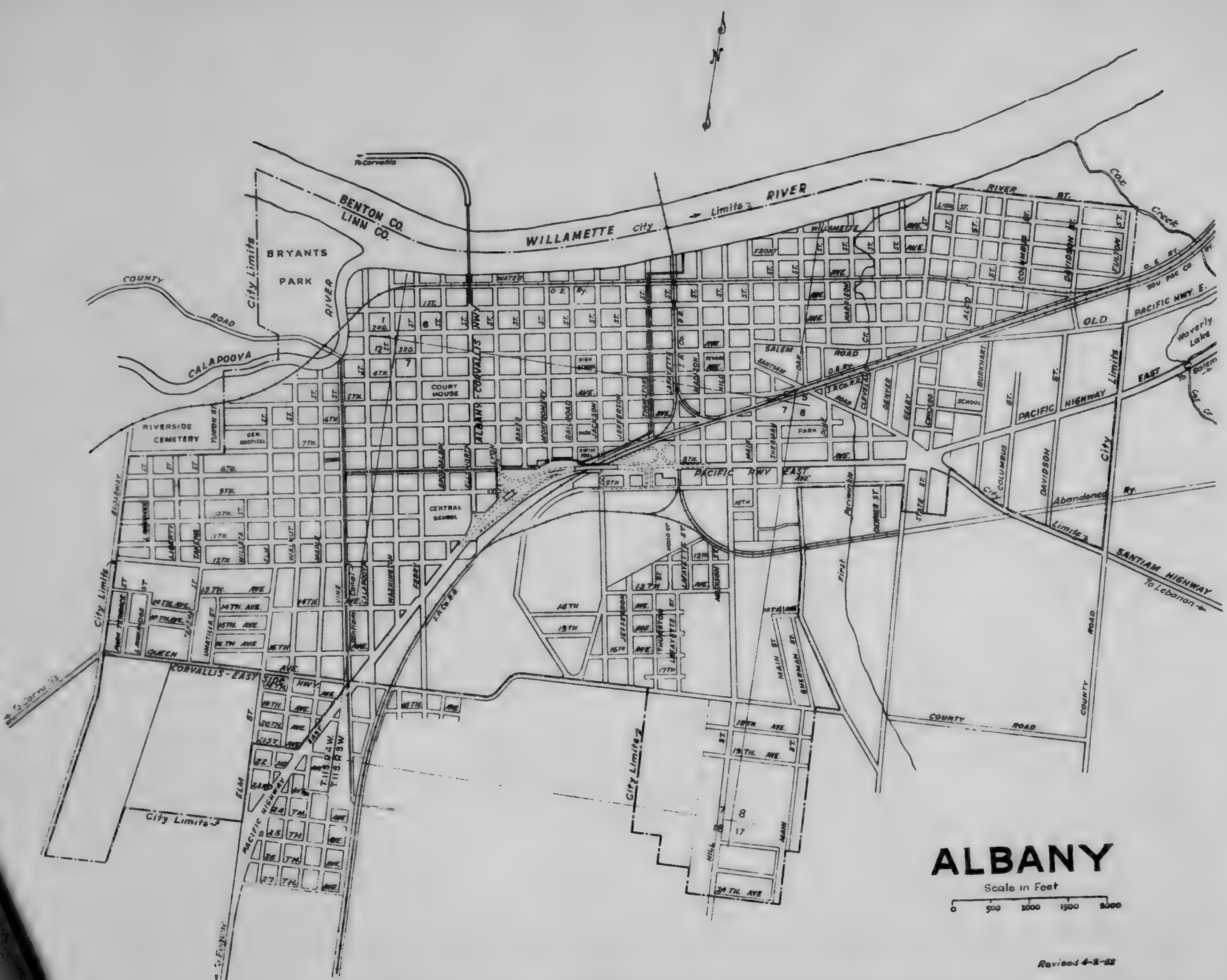
JMC

CC: Commissioners
R. H. Baldock

10 00 am
12/8/54

MAP

D



ALBANY

Scale in Feet
0
500
1000
1500
2000
Revised 4-2-62
WILLAMETTE RIVER
City Limits
BENTON CO.
LINN CO.
To Corvallis
BRYANTS PARK
RIVER
COUNTY ROAD
CALAPOOYA
RIVERSIDE CEMETERY
GEN. HOSPITAL
COURT HOUSE
CENTRAL SCHOOL
HIGH SCHOOL
ALBANY-CORVALLIS HWY.
WATER
O.E. Ry.
FRONT
WILLAMETTE
RIVER ST.
SALEM ROAD
S.A.Co.R.R.
PACIFIC HWY EAST
PACIFIC HIGHWAY EAST
OLD PACIFIC HWY. E.
SOU. PAC CO.
Waverly Lake
To Salem
Cox Creek
SANTIAM HIGHWAY
To Lebanon
Abandoned Ry.
CORVALLIS-EASTSIDE HWY.
PACIFIC HIGHWAY
To Eugene
To Corvallis
T.11S.R4W.
T.11S.R3W.
COUNTY ROAD
Santiam Canal
First
Periwinkle
PARK
SCHOOL
ELM
QUEEN
LAFAYETTE
MADISON
JEFFERSON
THURSTON
MAIN ST.
SHERMAN ST.
HILL
24TH AVE.
8
17

OR FILING
FORM E-30 25M 9-51 52318

122-1056
4437

Albany.

OREGON STATE HIGHWAY DEPARTMENT 122-61

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 26, 1954

SUBJECT:

To: Mr. R. H. Baldock,
State Highway Engineer,
Department.

Dear Sir:

In accordance with your instructions, I have prepared a preliminary estimate of the cost of grading, surfacing and paving of Queens Avenue in the City of Albany.

This project is that portion of the Corvallis-Eastside Secondary from the west city limits easterly to the junction with the Pacific Highway East and involves grading, surfacing and paving.

The approximate length of the project is 3,100 feet. The City has already constructed integral curb and gutters 40 feet from curb to curb. You will recall that the height of the crown above present curb is excessive, requiring complete reconstruction between curbs.

The estimate is attached.

Yours very truly,

JDWalker

J. D. Walker,
Division Engineer.

NOTED
W. C. Wi[illegible]

JDW:AM
cc Mr. H. G. Smith
Mr. John W. Cattrall

REFERRED TO
Mr. Williams
By State Highway Engineer

RECEIVED
[illegible] 1954
[illegible]

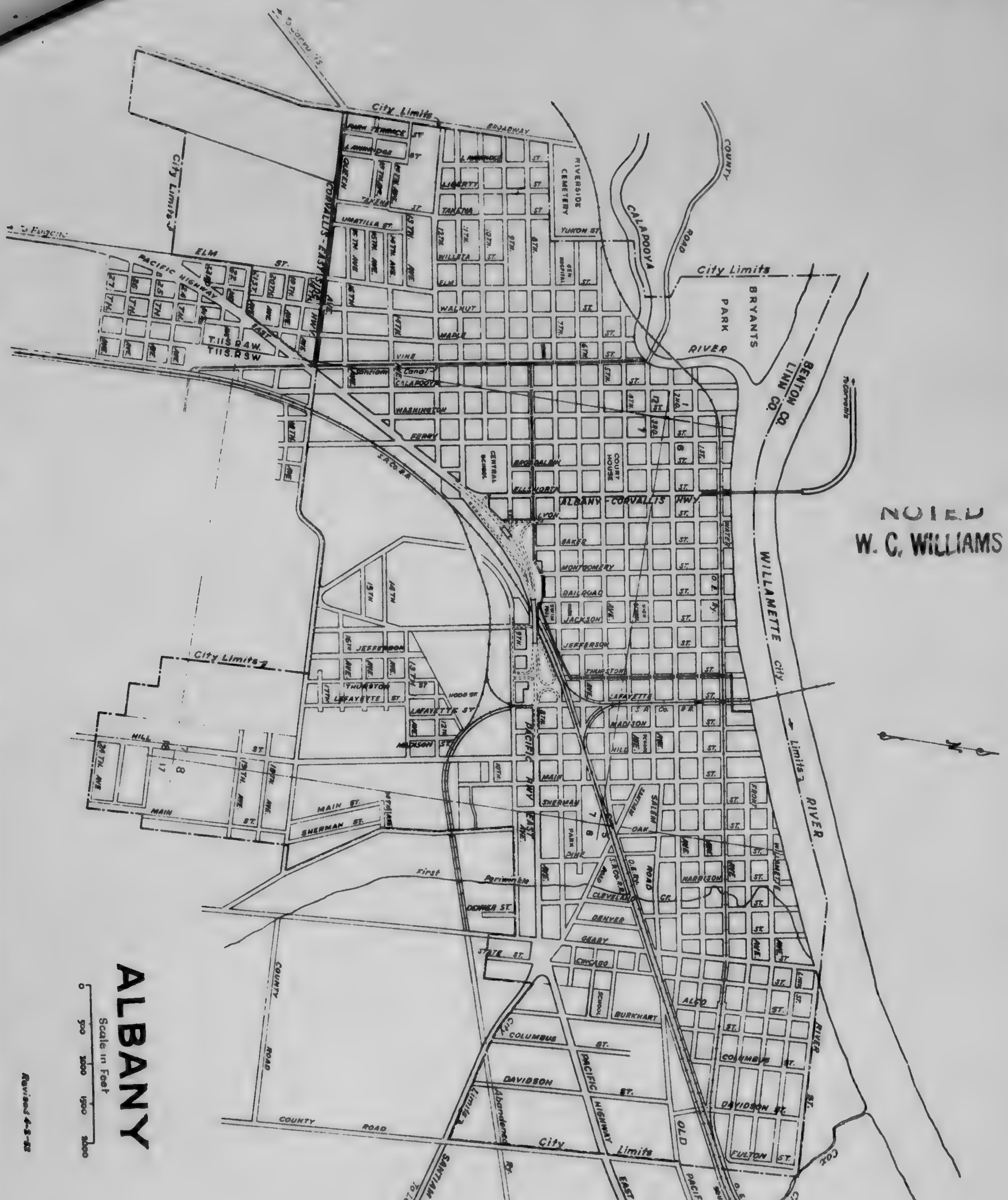
$62.000 using [illegible]
[illegible] Crown [illegible]

ESTIMATE

QUEENS AVENUE, ALBANY

March 26, 1954

Item	Unit	Quantity	Allow-ance	Total	Unit Cost	Total
General Excavation	Cu. Yds.	13,200	1,800	15,000	$ .80	$12,000.00
Structural Excavation	" "	1,800	200	2,000	3.00	6,000.00
8-inch Concrete Sewer Pipe	Lin. Ft.	500	50	550	1.50	825.00
12-inch Concrete Sewer Pipe	" "	3,500	300	3,800	2.00	7,600.00
18-inch Concrete Sewer Pipe	" "	800	80	880	3.00	2,640.00
Type "B" Manholes	Unit	10	--	10	250.00	2,500.00
Catch Basins	"	22	--	22	75.00	1,650.00
3" - 0 Rock Base	Cu. Yds.	8,000	800	8,800	2.00	17,600.00
3/4" - 0 Rock Base	" "	900	100	1,000	2.75	2,750.00
Class "B" Asphaltic Concrete	Tons	2,600	400	3,000	6.50	19,500.00
						$73,065.00
	12½% Engineering and Contingencies					9,135.00
				Total		$82,200.00


ALBANY
Scale in Feet
0
500
1000
1500
2000
Revised 4-5-52
City Limits
BROADWAY
PARK TERRACE ST.
LIBERTY
TAKENA
UMATILLA ST.
WILLETA
ELM
WALNUT
MAPLE
VINE
ELM ST.
PACIFIC HIGHWAY EAST
CORVALLIS-EASTSIDE HWY.
T.11S.R.4W.
T.11S.R.3W.
RIVERSIDE CEMETERY
YUKON ST.
CALAPOOYA
COUNTY ROAD
BRYANTS PARK
RIVER
BENTON CO.
LINN CO.
To Corvallis
To Eugene
Santiam Canal
CALAPOOYA
WASHINGTON
FERRY
BROADALBIN
CENTRAL SCHOOL
COURT HOUSE
ELLSWORTH
ALBANY-CORVALLIS HWY.
LYON
BAKER
MONTGOMERY
RAILROAD
JACKSON
JEFFERSON
THURSTON
LAFAYETTE
MADISON
HILL
MAIN
SHERMAN
S.P. Co. R.R.
O.E. Ry.
WATER
WILLAMETTE
City Limits
RIVER
HOOD ST.
PACIFIC HWY. EAST
SHERMAN ST.
MAIN ST.
First
Periwinkle
DENVER ST.
STATE ST.
SALEM ROAD
OAK
PARK
PINE
CLEVELAND
DENVER
GEARY
CHICAGO
SCHOOL
BURKHART
ALCO
COLUMBUS ST.
DAVIDSON ST.
FULTON ST.
COLUMBUS
DAVIDSON
PACIFIC HIGHWAY EAST
OLD PACIFIC HWY. E.
SOU. PAC. CO.
O.E. RY.
SANTIAM HIGHWAY
To Lebanon
Waverly Lake
To Salem
COX CREEK
FRONT
COUNTY ROAD
City Limits
17
8
7
8

NOTED
W. C. WILLIAMS

(Deferred pending further report from City)

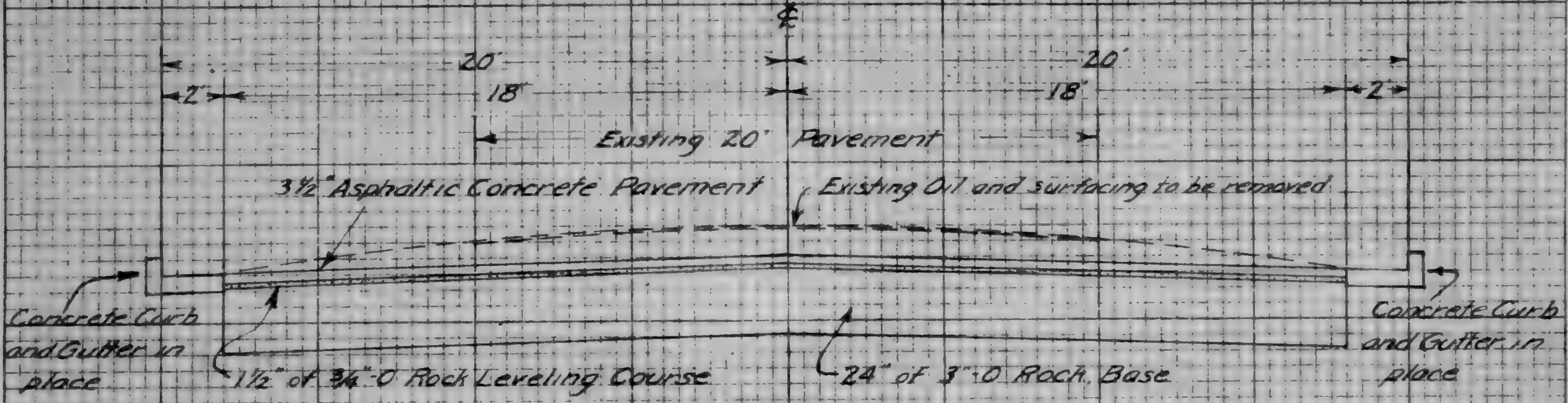
359-5 KEUFFEL & ESSER CO
10 X 10 to the Inch.
MADE IN U.S.A.

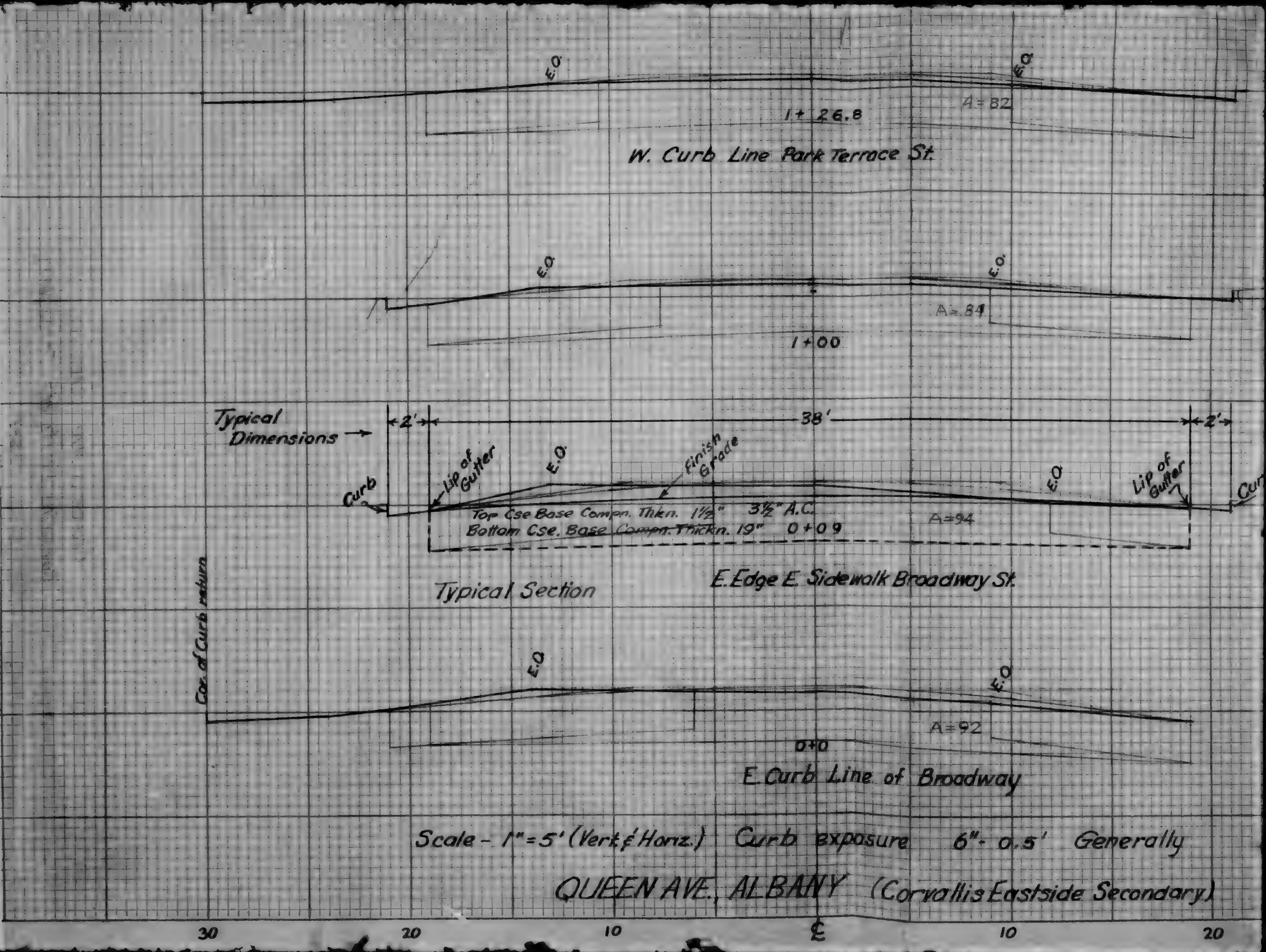
ALBANY (QUEENS AVE.) SECTION

CORVALLIS - EAST SIDE SECONDARY HIGHWAY

LINN COUNTY

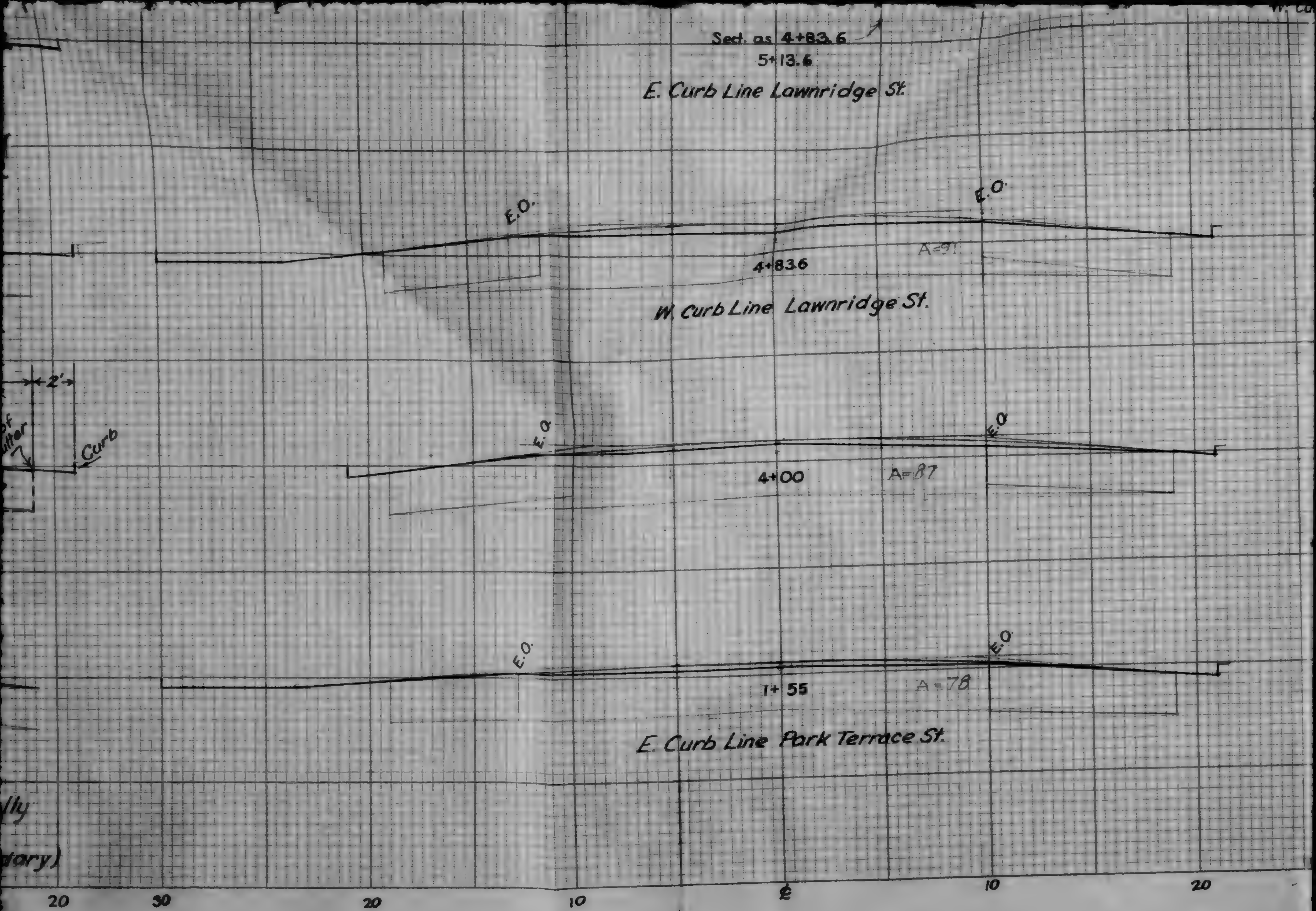
TYPICAL SECTION

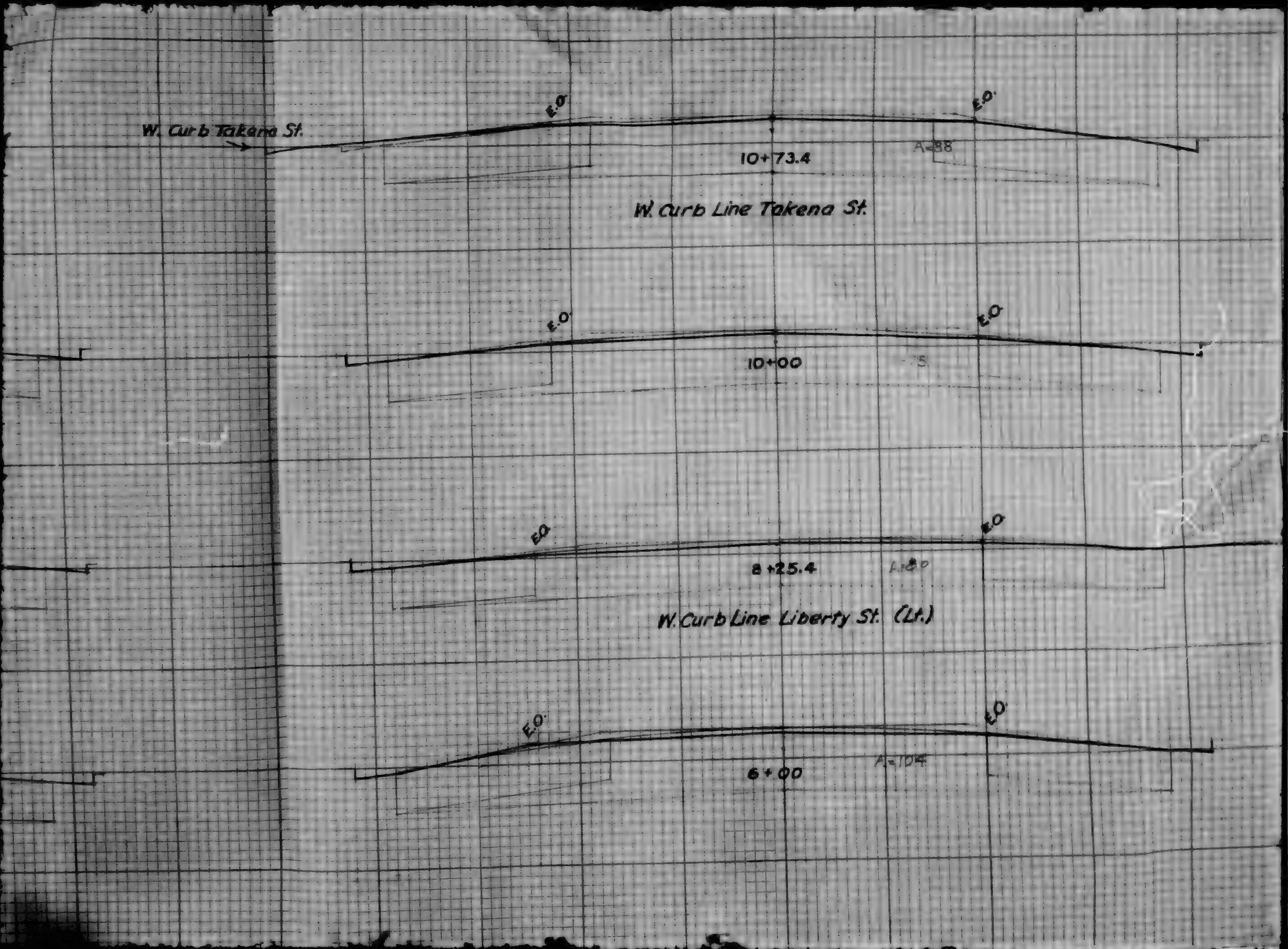

℄
20'
20'
2'
18'
18'
2'
Existing 20' Pavement
3½" Asphaltic Concrete Pavement
Existing Oil and surfacing to be removed
Concrete Curb and Gutter in place
1½" of ¾"-0 Rock Leveling Course
24" of 3"-0 Rock Base
Concrete Curb and Gutter in place

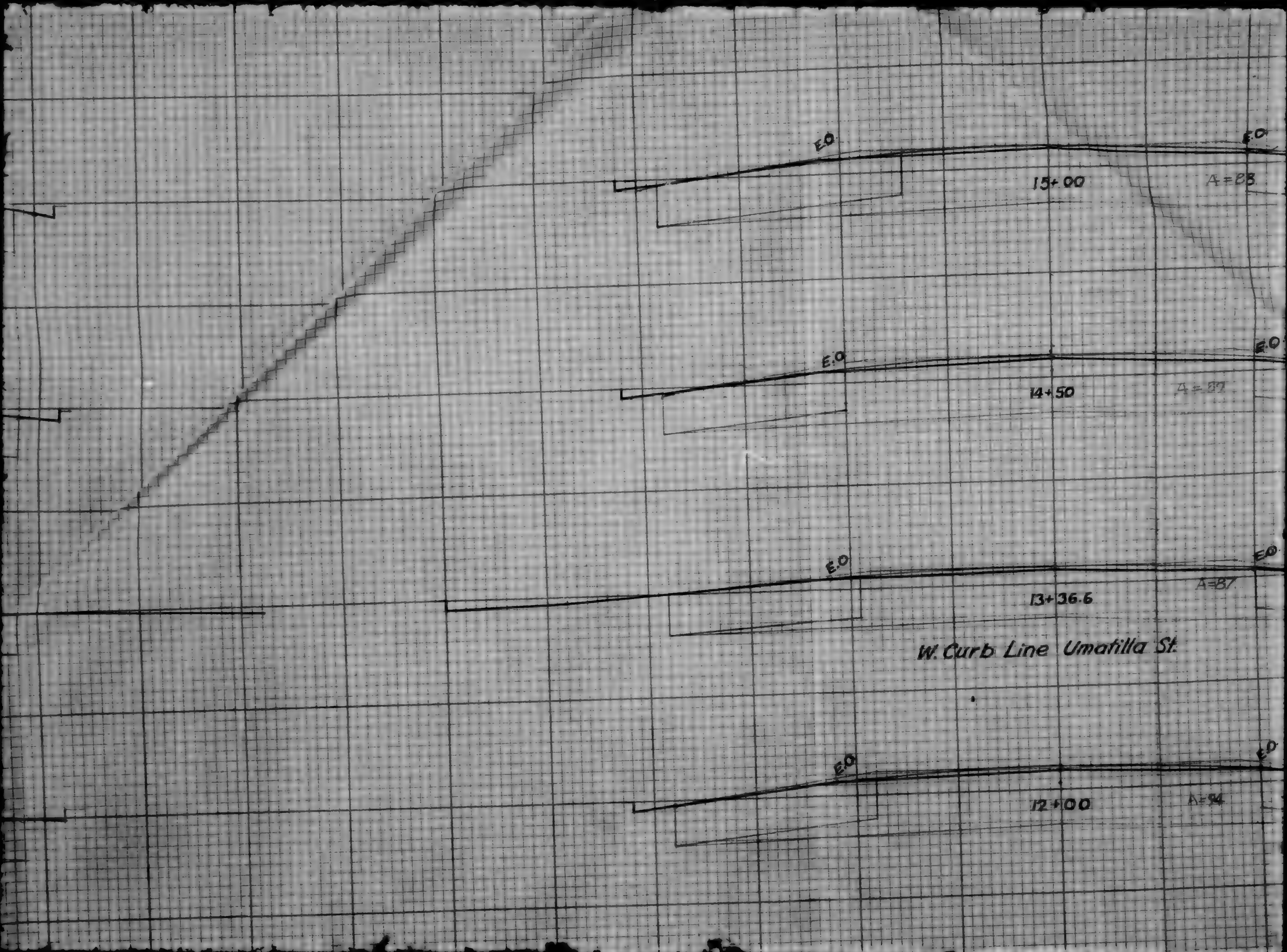

E.O.
E.O.
A=82
1+26.8
W. Curb Line Park Terrace St.
E.O.
E.O.
A=84
1+00
Typical Dimensions →
2'
38'
2'
Curb
Lip of Gutter
E.O.
Finish Grade
E.O.
Lip of Gutter
Curb
Top Cse Base Compn. Thkn. 1½" 3½" A.C.
Bottom Cse. Base Compn. Thkn. 19" 0+09
A=94
Typical Section
E. Edge E. Sidewalk Broadway St.
Cor. of Curb return
E.O.
E.O.
A=92
0+0
E. Curb Line of Broadway
30
20
10
℄
10
20

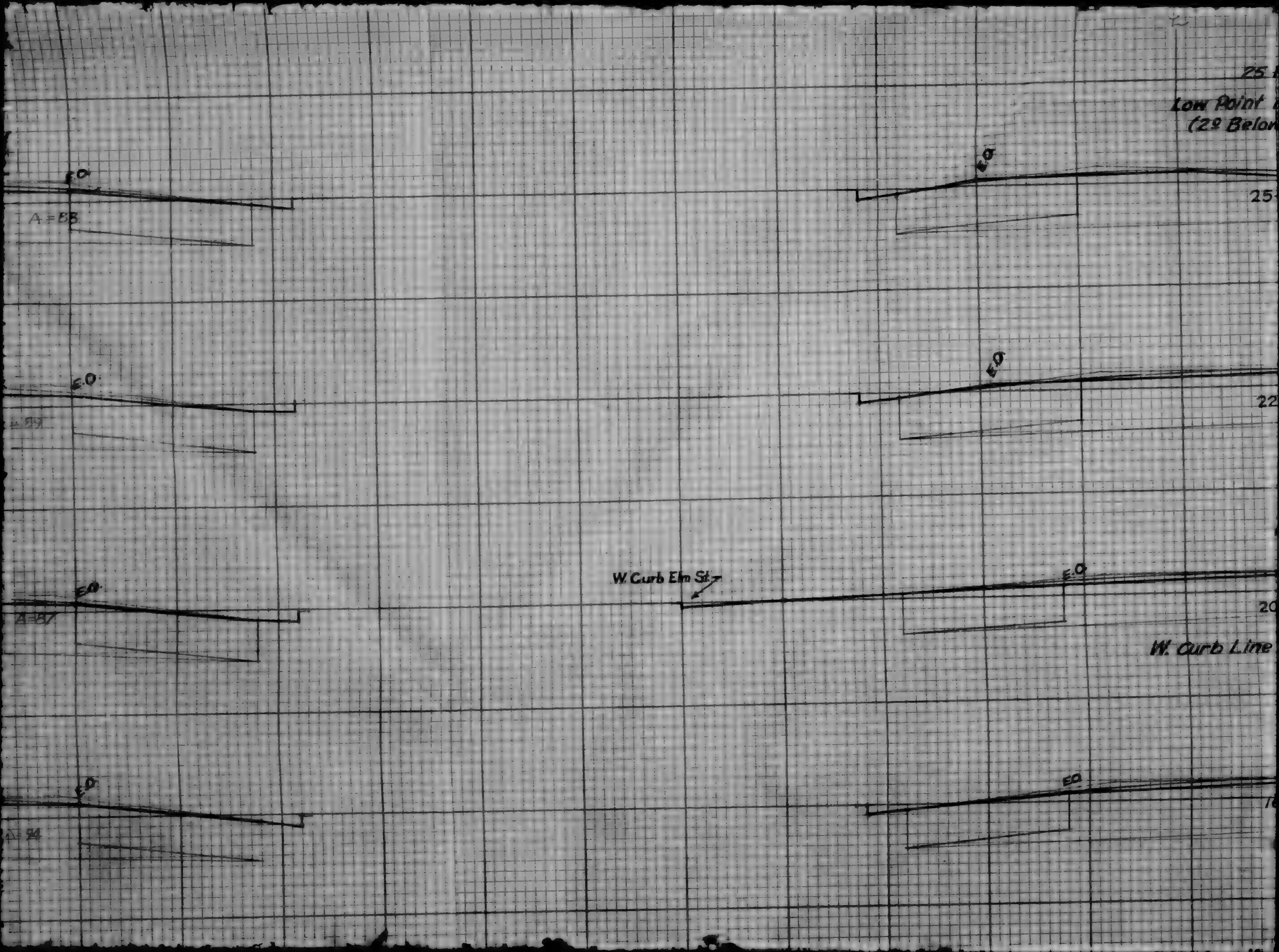
Scale - 1" = 5' (Vert. & Horiz.) Curb exposure 6" - 0.5' Generally

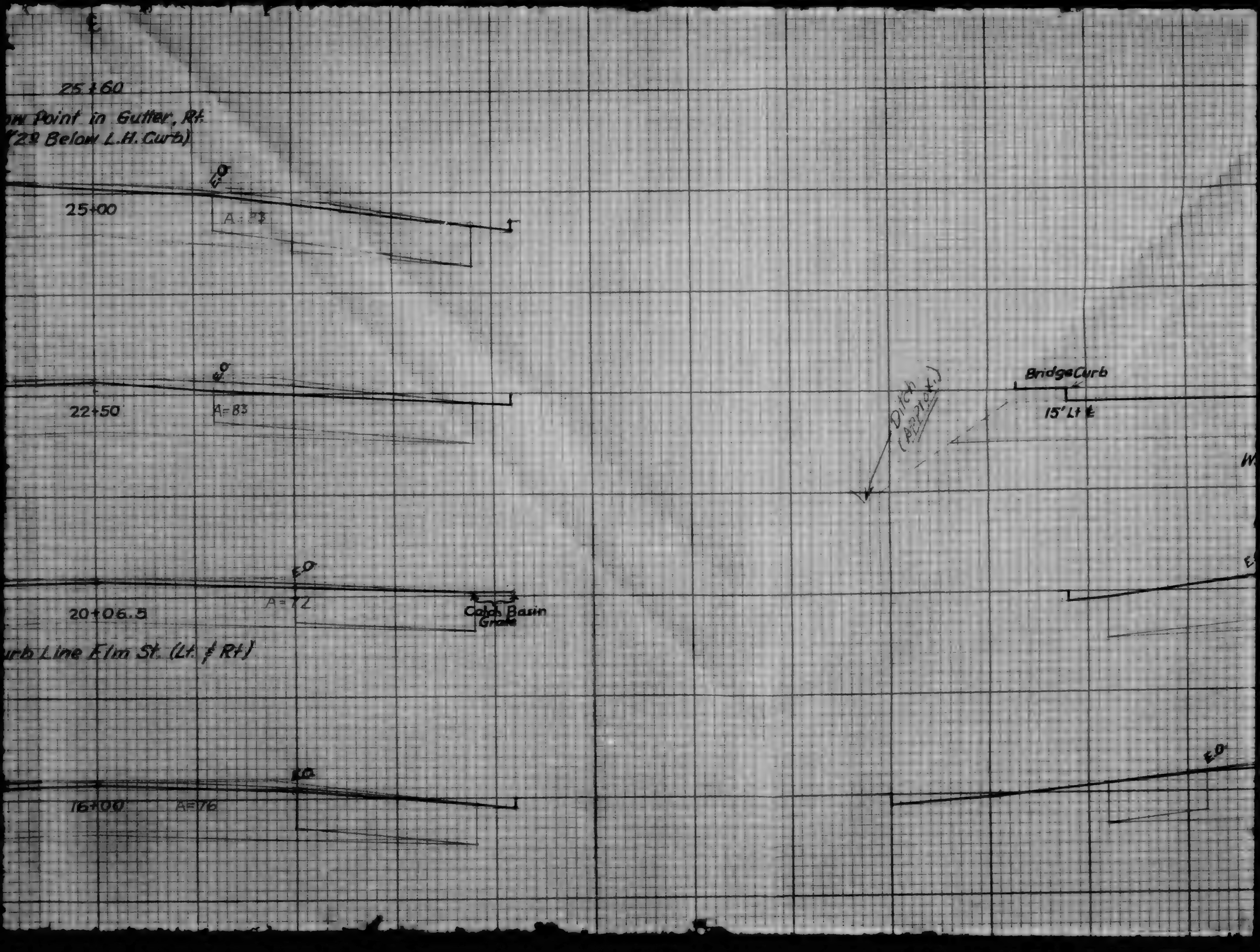
QUEEN AVE., ALBANY (Corvallis Eastside Secondary)

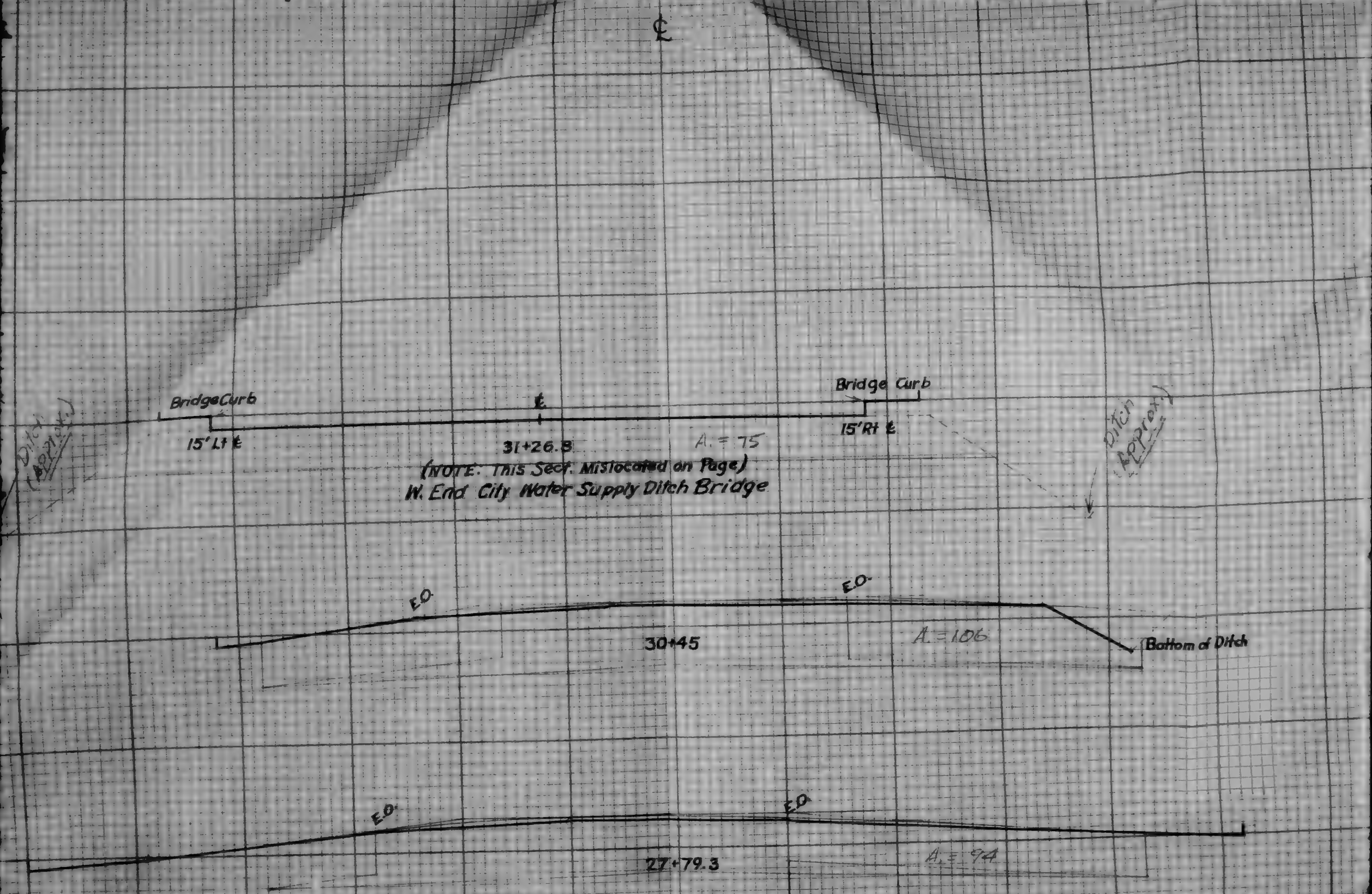

Sect. as 4+83.6
5+13.6
E. Curb Line Lawnridge St.
E.O.
E.O.
4+83.6
A=91
W. Curb Line Lawnridge St.
2'
of
Gutter
Curb
E.O.
E.O.
4+00
A=87
E.O.
E.O.
1+55
A=78
E. Curb Line Park Terrace St.
lly
dary)
20
30
20
10
℄
10
20


W. Curb Takena St.
E.O.
E.O.
10+73.4
A=88
W. Curb Line Takena St.
E.O.
E.O.
10+00
5
E.O.
E.O.
8+25.4
A=80
W. Curb Line Liberty St. (Lt.)
E.O.
E.O.
6+00
A=104


E.O
E.O
15+00
A=88
E.O
E.O
14+50
A=87
E.O
E.O
13+36.6
A=87
W. Curb Line Umatilla St.
E.O
E.O
12+00
A=94


25
Low Point
(2.9 Below
E.O.
A = 88
25
E.O.
E.O.
22
E.O.
W. Curb Elm St.
E.O.
A = 87
20
W. Curb Line
E.O.
E.O.
A = 84
18


℄
25+60
ow Point in Gutter, Rt.
(.29 Below L.H. Curb)
E.O.
25+00
A = 93
E.O.
22+50
A = 83
Ditch
(Approx.)
Bridge Curb
15' Lt ℄
W
E.O.
20+06.5
A = 72
Catch Basin
Grate
urb Line Elm St. (Lt. & Rt.)
E.O.
16+00
A = 76
E.O.


℄
Ditch (Approx.)
Bridge Curb
℄
Bridge Curb
15' Lt ℄
31+26.8
A. = 75
15' Rt ℄
Ditch (Approx.)
(NOTE: This Sect. Mislocated on Page)
W. End City Water Supply Ditch Bridge
E.O.
E.O.
30+45
A. = 106
Bottom of Ditch
E.O.
E.O.
27+79.3
A. = 94

BFI-62(6) Emigrant Hill Guardrail & 1955
Snow Fence Proj., Old Oregon
#4438 Trail Hwy.

W.C Will [illegible]

[illegible]
4438

November 14th, 1956

FINAL COST ANALYSIS

Emigrant Hill Section
Contract #4438

Guard Rail & Snow Fence
George Berry, Contractor
J. H. Walker, Resident Engineer

Old Oregon Trail Highway
Prefix 30-1044

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guard Rail	364	Lin. Ft.	$2.07	$2.04	$ 742.29	$ 753.48
Guard Rail, Beam or Cable Type	28,091.5	" "	2.07	2.04	57,286.00	58,149.41
Metal Sight Posts	677	Each	2.50	2.35	1,590.14	1,692.50
Metal Snow Fence	17,214	Lin. Ft.	3.40	2.72	46,779.06	58,527.60
PA #1, Remove & Replace Existing Sight Posts	118	Each	1.50	1.23	145.56	177.00
PA #2, Purchase Excess 8"x5'4" Treated Douglas Fir Posts	61	"	4.35	4.35	265.35	265.35
PA #2, Purchase Excess Metal Guard Rail	1,193.75	Lin. Ft.	0.90	0.90	1,074.38	1,074.38
PA #2, Purchase Excess Metal Sight Posts	43	Each	1.30	1.30	55.90	55.90
					$107,938.68	$120,695.62

Gross Revenue	$120,695.62
Total Cost	107,938.68
Net Profit	$ 12,756.94

Net Profit Equals 10.57% of Gross Revenue

Detail of Cost

Labor:

Labor	$11,206.84	
Labor Insurance	927.63	
Health & Welfare	448.20	
		$ 12,582.67

Materials:

Metal Guard Rail, Posts Included	28,455.5	Lin. Ft.	at $1.36	$38,699.48	
Metal Sight Posts	720	Each	" 1.30	936.00	
Metal Snow Fence	17,214	Lin. Ft.	" 2.30	39,592.20	
Metal Guard Rail, Less Posts	1,193.75	" "	" 0.90	1,074.38	
Treated 8"x5'4" Douglas Fir Posts	61	Each	" 4.35	265.35	
					80,567.41

Equipment Rentals & Misc. Supplies:

Equipment Rental, Owned	$ 3,025.50	
" " , Hired	1,000.00	
Gas, Oil & Grease	1,796.00	
Explosives	115.60	
Bond	750.00	
P.L. & P.D. Insurance	536.00	
Small Tools & Misc. Supplies	60.50	
Home Office & General Overhead	581.00	
		7,864.60

Subcontracts:

Snow Fence	$ 4,649.00	
Painting Guard Rail	2,275.00	
		6,924.00

Total Cost $107,938.68

Remarks:

This was a "Federal Aid Bond Project" calling for the construction of 28,455.5 lineal feet of guard rail, 17,214 lineal feet of snow fence and the installation of 699 metal sight posts. The project was bid and awarded May 25th, 1955. Work started August 8th, 1955 and was completed April 30th, 1956.

The contractor moved in two men with materials and equipment and started construction of the snow fence August 8th, 1955. The snow fence progressed very rapidly with some delays due to the supplier being unable to keep the contractor supplied at all times. The contractor had some difficulty with the wiring of the anchor pin to the base as the wire would be cut when the pin was driven into the ground. The contractor at no expense to the State used a bolt instead of wire which worked much better. The contractor subcontracted the labor on 13,285 lineal feet of snow fence to Rigert & Lamb - Rigert-Moshofsky for $0.35 per foot after the contractor had placed approximately 3,929 lineal feet.

The contractor shows a good profit on this item due to the high bid price in relation to the cost of material and subcontracted labor.

The contractor started constructing guard rail and placing sight posts August 22nd, 1955. The contractor had most of his crew working on the sight posts the first and second week so the project could be opened to traffic. The construction of the guard rail progressed very rapidly without any delay due to traffic being placed on the highway. Some time was lost due to breakdown of equipment and inclement weather. The painting of the guard rail was subcontracted to the Swanson Paint & Glass Company at $0.075 per foot including the paint. Part of the guard rail was painted in the fall of 1955, but bad weather shut down this portion of work until the following spring. All work was completed April 30th, 1956.

The contractor, having good bid prices and above average progress, was able to show a good profit.

M. N. Juve
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
JUN 22 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date) June 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4438	7 - Final	George E. Berry

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
12293	R-153156	$ 3,620.87	6/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

[illegible] Cole
ACCOUNTING DIVISION

Specified completion Date: May 25, 1955

Time Extensions: to April 30, 1956

Completion Date: April 30, 1956

Date Accepted: June 4, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 6-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

JUN 21 1956

NOTED ON CARD

RECEIVED
JUN 15 1956
FOR FILING

June 14, 1956

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

The State Highway Commission at its meeting held on June 4 had under discussion your request for an extension of time from October 31, 1955 to May 30, 1956 within which to complete your contract No. 4438, for constructing guardrail and snow fence on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

We are pleased to inform you that the State Highway Commission granted your request to April 30, 1956, the actual completion date of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. P. Parson,
Division Engineer

John H. Walker,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JUN 8 - 1956
FOR FILING

3-1-1(4)
4438

June 8, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 4438 for work performed on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County was completed by the contractor, George E. Berry, on April 30 and was formally accepted by the Highway Commission on June 4, 1956.

Final payment in the amount of $3,620.87 will be released to the contractor on or after June 18, 1956. The total contract amount is $120,695.62, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

gf

RECEIVED
MAY 31 1956
FOR FILING

BF 1.62 (6)

44.5

May 31, 1956

Request for extension of time
No. 6
June 4 and 5 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from George E. Berry for an extension of time on the Emigrant Hill Guard Rail and Snow Fence Project, Contract No. 4430, from October 31, 1955 to May 30, 1956.

Because of adverse weather conditions in the fall, the engineer requested that the painting of the guard rail be deferred until suitable weather this spring. We suffered no inconvenience or added expense because of the overrun, and I would recommend that the extension be granted to April 30, the actual completion date, without penalty.

Mr. C. G. Polk of the Bureau of Public Roads concurs in this recommendation.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

EAP:of

cc Mr. Forrest Cooper

RECEIVED
MAY 28 1956

FOR FILING

4438

May 25, 1956

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to George E. Berry on contract No. 4438, for guardrail and snow fence on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County. This payment, in the amount of $7,461.88, will be released to the contractor on or after June 4, 1956. The retained percentage is $3,620.87.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]

cc: United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Bldg.
Portland 4, Oregon

NOTED ON CARD

Form E-1—10M—1-86

(4)

GON STATE HIGHWAY DEPART T

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 11, 1956

Section Emigrant Hill

Kind of work Guard Rail and Snow Fence

Highway Old Oregon Trail

Section prefix 30-1044

Contractor George E. Berry

Contract number 4438

Date of contract May 25, 1955

Date of completion Oct. 31, 1955

Date work started July 8, 1955

Estimated date of completion April 30, 1956

Per cent of time elapsed 100 %

Project authorization $152,628.75

Exclusive of Engineering $141,775.15

Estimated cost of completed project, exclusive of engineering $129,749.02

Estimated per cent xxxxxxor underrun 11.6 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $10,853.60

Date project was completed April 30,1956, 19

Engineering cost to date $5,191.91, 47.8 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed April 30,1956 and the Semi-Final Estimate was taken to LaGrande on friday May 11,1956.

NOTED W. T. WRIGHT

NOTED L. H. Young

NOTED C. E. PAULSEN

NOTED V. D. WOLFE

RECEIVED

NOTED R. D. ASBURRY

Signed John H. Walker . Resident Engineer

by Thomas Bradd

Address Pendleton,Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 88073

	Guard Rail	Snow Febce	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	28,455.5 Lin.Ft	17,214 Lin.Ft.			
Miles partially completed	28,455.5 Lin.Ft.	17,214 Lin.Ft.			
Miles completed	28,455.5 Lin.Ft	17,214 Lin.Ft.			
Total estimated quantities (contract)	31,000 Lin.Ft.	20,000 Lin.Ft.			
Total quantities corrected to date	28,455.5 Lin.Ft	17,214 Lin.Ft.			
Estimated quantities moved or placed to date	28,455.5 Lin.Ft.	17,214 Lin.Ft.			
Average daily quantities	—	—			
Average daily quantities necessary to complete project on time	—	—			
Number shifts per day	—	—			
Hours per shift	—	—			
Average force on project for week	—	—			

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy, Rain in evening and all night		
Tuesday	cloudy, rain in evening		
Wednesday	cloudy, Rain		
Thursday	Cloudy, rain		
Friday	Cloudy		
Saturday			

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MAY 10 1956
FOR FILING

[illegible]
4438

May 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 30, 1956 on Contract No. 4438, Emigrant Hill (Guard Rail and Snow Fence) Section, in Umatilla County, in connection with Federal Aid Project No. HFI-62(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc: John Cattrall

DBP:ch

EIVED
10 1956
FILING

May 9, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Emigrant Hill Guard Rail and Snow Fence Contract No. 4438, Oregon BFI-62 (6), from October 31, 1955 to April 30, 1956, inclusive, to George E. Berry, contractor.

Because of adverse weather conditions in the fall, the engineer requested that the painting of the guard rail be deferred until suitable weather this spring. We suffered no inconvenience nor added expense because of the overrun, and I would recommend that the extension be granted without penalty.

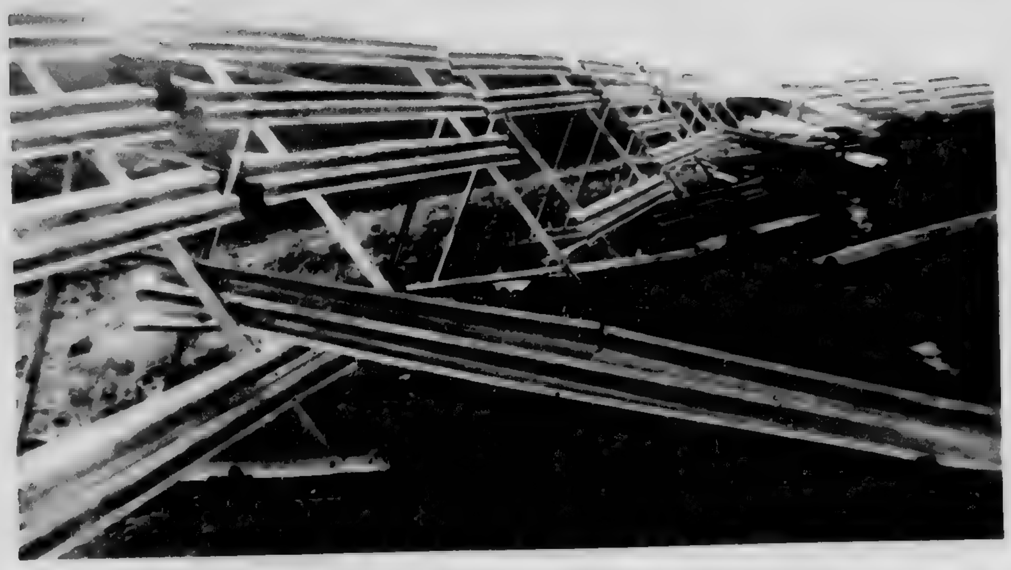
Very truly yours,

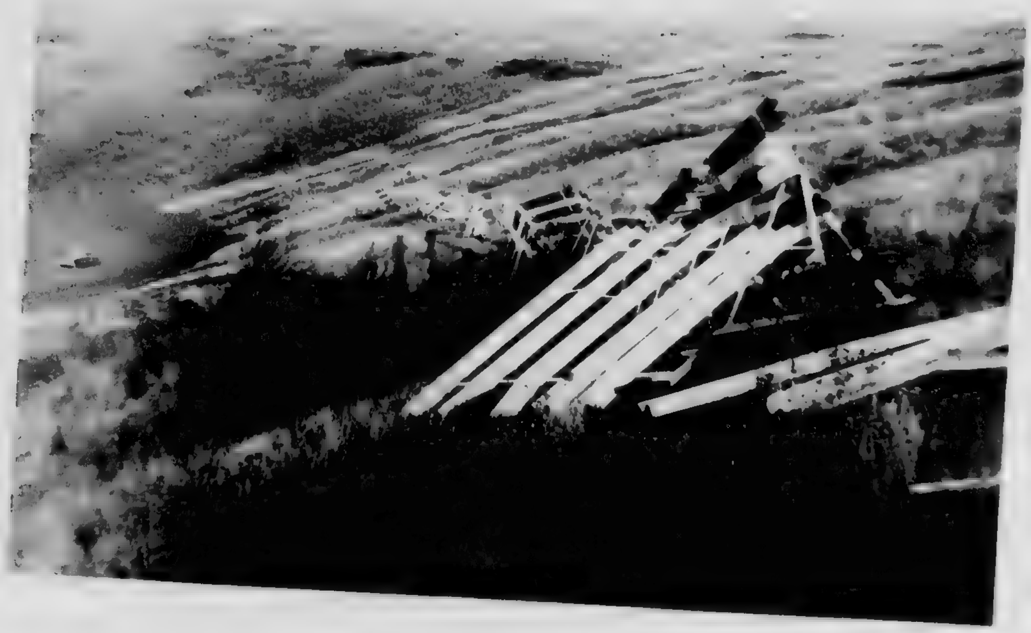
R. H. Baldock
State Highway Engineer

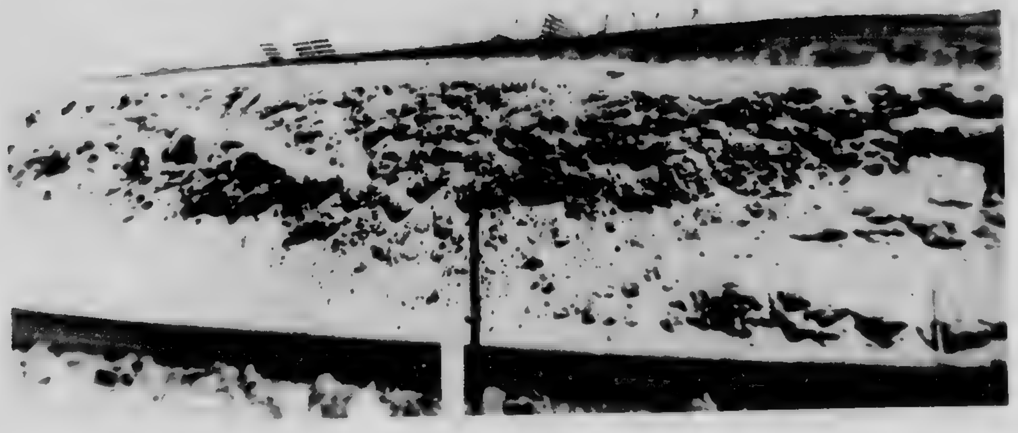
By

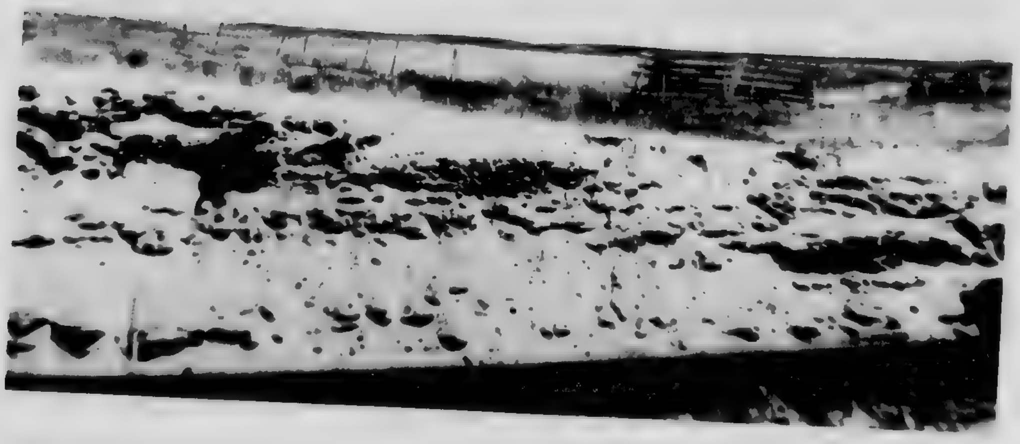
W. C. Williams
Deputy State Highway Engineer

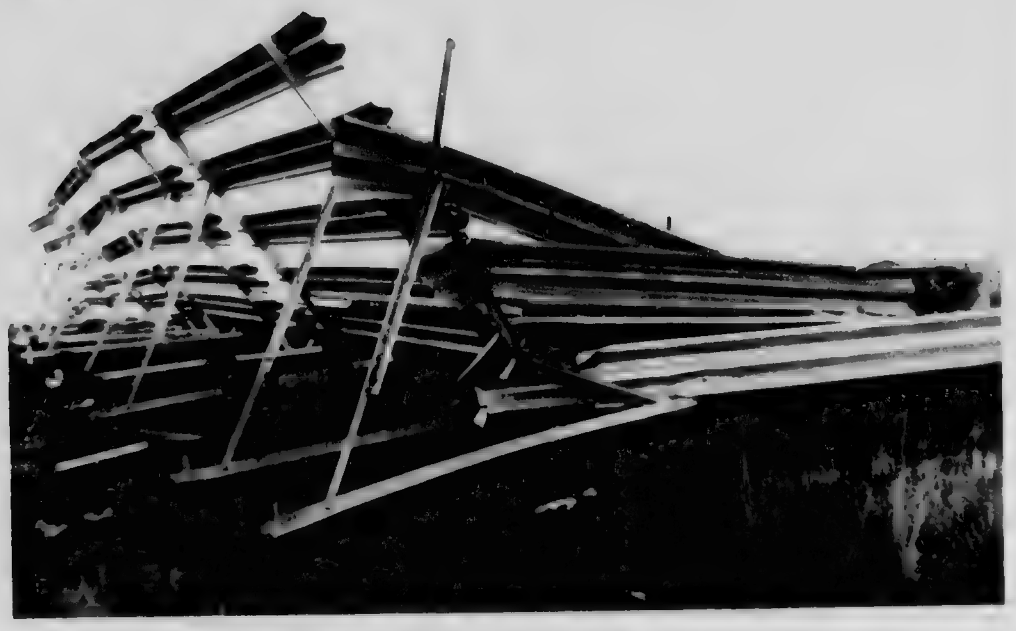
cc to: Forrest Cooper











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NOV 2 1955
FOR FILING
FORM E-30X 37½ 3-54 73730

4438

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

W. C. WILLIAMS

Dear Sir:

The subcontract between George Berry and Rigert, Lamb, Rigert and Moshofsky, for erecting and bolting snow fence panels on the Emigrant Hill Contract No. 4438, Oregon BFI-62 (6), is approved and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution to the interested parties.

Very truly yours,

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:of

Encls.

cc to: W. C. Williams
C. G. Polk (2)

RECEIVED

RECEIVED
OCT 13 1955
FOR FILING

FORM 230—50M—2-55—82966
1-1
4/4-5

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 11th, 1955

SUBJECT:

To: ~~Mr. A. F. Parson~~
~~Division Engineer~~
~~State Highway Department~~
~~LaGrande, Oregon~~

NOTED
W. C. WILLIAMS

Dear Sir:

The subcontract between George E. Berry and Swanson's Paint and Glass Company covering the painting only of the guard rail on the Emigrant Hill Contract #4438, Oregon BFI-62(6) is approved, and you may so inform the interested parties.

Four copies of the subcontract are returned herewith for distribution.

Very truly yours,

H. G. Smith
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:AR
Enc.

cc to: W. C. Williams ✓
C. G. Polk - 2

RECEIVED
SEP 20 1955
FOR FILING

[illegible]

4/1-5

September 19, 1955

Mr. George E. Berry
1550 N. W. Cedar Street
Beaverton, Oregon

Dear Sir:

I am somewhat surprised at the claim set forth in your letter of September 12 relative to extra compensation for your guard fence construction on the Emigrant Hill project by reason of the road's being opened to traffic.

If you will refer to the Special Provisions for this project, on page 9 you will note, under "Miscellaneous Provisions," that you were advised that it was anticipated but not guaranteed that the highway shoulder construction work would be completed by September 15, 1955. The completion of the shoulders means, in general, the roadway and its appurtenances are ready for traffic, and certainly you understood that when the pavement and shoulders were completed the roadway would immediately be opened to general traffic.

Furthermore, on page 7 of the Standard Specifications for Highway Construction, under Section 1.3.3, Examination of Plans, Specification, and Site of Work, the following wording is included: "The State will in no case be responsible for any loss or for any anticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in advance in regard to all conditions pertaining to the work." I am certain that you would readily have been informed that the highway would have been opened to traffic before your contract for guardrail and snow fence could be completed.

I am unable to find any facts substantiating your claim for extra compensation and, therefore, must deny it.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams

WCW:me lg

B

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SEP 14 1955
FOR FILING

[illegible]

11425

September 13, 1955

Mr. George E. Berry
1550 N. W. Cedar Street
Beaverton, Oregon

Dear Sir:

This is to acknowledge your letter of September 12, addressed to the State Highway Commission, protesting the opening of the Emigrant Hill Road to traffic before the completion of your contract.

Copies of your letter are being forwarded to the members of the Highway Commission for their information and to the State Highway Engineer for such investigation as may be necessary.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By
Floyd Query, Assistant Secretary

FAQ:fp

cc Commissioners
Mr. R. H. Baldock

GEORGE E. BERRY
1550 N. W. Cedar Street
Beaverton, Oregon

September 12, 1955

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

I protest the opening of the Emigrant Hill Road to traffic; before the expiration of my contract. I feel I am entitled to extra compensation for the added work and hazards involved due to the opening of this road.

Yours truly,

George E. Berry

George E. Berry

Copy
John Walker Resident Engineer
United Pacific Insurance Co.
Patterson, Bush, Bradley

RECEIVED
SEP 13 1955
OREGON
STATE HIGHWAY COMMISSION

Form PR 2 (Revised 1950)

-1763

State Oregon

Federal Aid Bond Issue Project No. BFI-62(6)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 16th day of August, 1955, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 20th day of January, 1955, a program, which was approved on the 8th day of February, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 10th day of May, 1955, and the sum of eighty-five thousand and 00/100 dollars ($85,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(a) By the State **Proceeds of bonds as follows:**

Authorized by Chapter act of legislature by which authorized)	Oregon Laws	Amount	Date of Issue	Beginning Date of Maturities
491	1951	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
491	1951	15,000,000	Mar. 1, 1952	Mar. 1, 1953
491	1951	10,000,000	Mar. 1, 1953	Mar. 1, 1954
20	1953	32,000,000	Sept. 1, 1953	Sept. 1, 1954

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between survey station 80+82.10 in the NE 1/4, Section 12, T. 2 N., R. 32 E., W.M., and survey station 985+33 in the SE 1/4, Section 3, T. 1 N., R. 34 E., W.M., except stations 90+22.41 - 92+64.41,

, length 14.897 miles, in Umatilla County, being Oregon Federal Aid / Bond Issue project No. BFI-62(6), consisting of 14.897 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, o~~[illegible]~~.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of **eighty-five thousand and 00/100** dollars ($**85,000.00**), which does not exceed the authorized Federal pro rata share of **one hundred forty-seven thousand, three hundred sixty-seven and 00/100** dollars ($**147,367.00**), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. No payments hereunder will be made to the State as the construction of said project progresses or im-
mediately upon its completion, and no present or immediate obligation is created by this agreement against Federal-aid
funds apportioned and now unobligated and available to the State, the purpose and intent of this agreement being to
provide aid to the State, as authorized by section 5 of the Federal-Aid Highway Act of 1950, in retiring annual ma-
turities of the principal indebtedness of the bonds mentioned in Article I hereof, and as such bonds mature annually
and the State requests Federal reimbursement pursuant hereto to aid in meeting such annual maturities and certifies
that such bonds have been retired the Bureau of Public Roads will submit vouchers to the Secretary of the Treasury
for payment to the State Treasurer, hereby designated by the Highway Department for that purpose and authorized under
the laws of said State to receive public funds of the State of Oregon, of such sums based on such annual maturities
as the State shall request and as shall not, together with previous payments, exceed the United States pro rata share,
as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the
labor and materials which have actually been put into said construction work in compliance with the requirements of
Article III hereof. If in any year no Federal Funds apportioned to the State shall be unobligated and available from
which payments hereunder may be made there shall be no obligation on the part of the Federal Government hereunder on
account of bond maturities for that year.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: (Include reference to statute authorizing

Chapter 529, Laws 1939.

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By Chas H Reynolds

Member, State Highway Commission
(Title of officer)

By Wm. Duby

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By

Division Engineer,
Bureau of Public Roads.

be found in the agree-

Oregon State Highway Department

Federal Aid
Project [illegible]-62 (6)

[illegible] SECTION OF THE OLD OREGON

TRAIL HIGHWAY IN [illegible] COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 21, 1955

[illegible]
[illegible] Rail, Etc. (Sta. 50+72.10 to Sta. 925+33)(Contract No. 4438)

350 lin. ft.	Metal Guard Rail	$2.07	$ 724.50
30,650 lin. ft.	Guard Rail, Beam or Cable Type	2.07	63,445.50
720 only	Metal Sight Posts	2.50	1,800.00
20,000 lin. ft.	Metal Snow Fence	3.40	68,000.00
	Subtotal		$133,970.00
	10% Engr. & Cont.		13,397.00
	Total		$147,367.00

Length of Guard Rail, Etc.	14.897 Miles
Length of 1 Structure	0.046 Mile (Exception)
Total Length	14.943 Miles
Cost Per Mile	$9,892.39

Federal Funds..	$ 85,000.00
State Funds..	62,367.00
	$147,367.00

State Funds For Const.:	Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939; Chap. 491, Laws 1951; Chap. 20, Laws 1953.
State Funds For Maint.:	Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project BFI-62(6)

Emigrant Hill Section of The Old Oregon Trail Highway in Umatilla County.

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon June , 1955

Type Code Y007
Guard Rail Etc (Sta 80+82.10 to Sta 985+33) (Contract No 4438)

350 Lin ft	Metal Guard Rail	$ 2.07	$ 724.50
30,650 " "	Guard Rail, Beam or Cable type	2.07	63,445.50
720 Only	Metal Sight Posts	2.50	1,800.00
20,000 Lin ft	Metal Snow Fence	3.40	68,000.00
	Subtotal	$	133,970.00
	10% Engr & Cont		13,397.00
	Total		$ 147,367.00

Length of Guard Rail, Etc 14.897 Miles
Length of 1 Structure 0.046 Miles (Exception)
Total Length 14.943 Miles
Cost Per Mile $ 9,892.39

Federal Funds	$	85,000.00
State Funds		62,367.00
	$	147,367.00

State Funds For Const: Chap 175, laws 1917; Chap 31, laws 1920;
Chap 529, laws 1939; Chap 491, laws 1951;
Chap 20, laws 1953.

State Funds For Maint: Chap 529, laws 1939

Oregon State Highway Department

Federal Aid
Project BFI-62(6)

EMIGRANT HILL SECTION OF THE OLD OREGON TRAIL HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 9, 1955

Type Code Y007
Guard Rail Etc. (Sta. 80+82.10 to Sta. 985+33)

350 lin. ft.	Metal Guard Rail	$ 2.15	$ 752.50
30,650 lin. ft.	Guard Rail, Beam or Cable Type	2.15	65,897.50
720 only	Metal Sight Posts	2.75	1,980.00
20,000 lin. ft.	Metal Snow Fence	4.00	80,000.00
	Subtotal		$ 148,630.00
	10% Engr. & Cont.		14,863.00
	Total		$ 163,493.00

Length of Guard Rail, Etc.	14.897 miles
Length of 1 Structure	0.046 mile (Exception)
Total Length	14.943 miles
Cost per mile	$10,974.89

Federal Funds -	$ 85,000.00
State Funds- -	78,493.00
	$ 163,493.00

RECEIVED
AUG 11 1955
FOR FILING

BFI-62 (6)
4438

August 10, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 8, 1955 on Contract No. 4438, Emigrant Hill Section, in Umatilla County, in connection with Federal Aid Project No. BFI-62(6).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:bb

cc: John Cattrall

RECEIVED
JUL 11 1955
FOR FILING

BFI-62(6)

4438

July 6, 1955

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been advised that Deputy Commissioner A. C. Clark has concurred in the field approval of Individual Project Program Change dated April 12, 1955 for Item 98, Project BFI-62(6), Bond-Financed Federal-aid Primary Highway Program, on the basis of additional information furnished regarding the permanent type of snow fence proposed.

Very truly yours,

C. G. POLK
District Engineer

Original [illegible]
[illegible]

RECEIVED
JUL 7 1955
STATE HIGHWAY COMMISSION

RECEIVED
JUN 29 1955
FOR FILING

P.F. 62 (6)
4438

June 29, 1955

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4438, which was awarded to you by the State Highway Commission on May 25, for constructing guard-rail and snow fence on the Emigrant Hill Section of the Old Oregon Trail in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

FORM E-133 50M REVISED 2-53

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUN 20 1955
FOR FILING

BFI 62 (6)
4435

June 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Sir:

With regard to the snow fence proposed to be constructed on the Emigrant Hill Section, Project BFI-62 (6), we wish to explain that the proposed fence is by no means a temporary fence such as that composed of wood slats laced together with wire. It is a permanent type fence consisting of corrugated galvanized sheet metal rails mounted in horizontal position on triangular frames of galvanized steel angle bars, with each frame anchored to the ground with steel stakes. Its life is expected to be from 30 to 50 years and, in that respect, to be longer than the life of the steel right of way fence which is accepted for federal aid without question.

The fence is, in a degree, portable but this feature is to permit shifting of the fence to best adapt it to needs as they are found by experience to be. We assure you that none of the fence will at any time be removed from within the limits of Project BFI-62 (6).

We have limited our discussion to permanency of the fence as we think of no other factor which might lead to your questioning the eligibility of the item for federal aid. If some other factor is involved, we would appreciate your calling it to our attention so that we may consider the matter from that angle.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

Williams ✓

SHP:ia

B

RECEIVED
MAY 27 1955
FOR FILING

BF1-62(6)
4438

May 27, 1955

Mr. George E. Berry
2640 S. W. Cedar Hills Blvd.
Beaverton, Oregon

Dear Sir:

The State Highway Commission on May 25, 1955 awarded to you State Highway Contract No. 4438 for Emigrant Hill Guardrail and Snow Fence Project on the Old Oregon Trail Highway, east of Pendleton in Umatilla County.

This award was based on your bid of $133,970 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

3

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

101 STATE HIGHWAY BLDG.
SALEM, OREGON

BFI-62 (6)
4-[illegible]

May 25, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 4438 for Oregon Project BFI-62(6), Emigrant Hill Section of the Old Oregon Trail Highway, to George E. Berry of Beaverton, Oregon, low bidder in the amount of $133,970.00 at the May 25, 1955 bid opening.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 31 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 18 1955
FOR FILING

OREGON DISTRICT
BFI-62(6)
4438

P3

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

May 10, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BFI-62(6), Emigrant Hill Section (Guardrail and snow fence) of the Old Oregon Trail Highway.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

RECEIVED
MAY 17 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 10 1955
FOR FILING

OREGON DISTRICT
BFI-62(6)
#438

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

May 6, 1955

[illegible] Hill [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Our Division Office has approved the April 12, 1955 request for approval of individual project program change in Item 98, Project BFI-62(6), supplement No. 14, Bond Financed Federal-aid Primary Highway Program.

The approval was effective April 18, 1955.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 9 1955
STATE HIGHWAY COMMISSION

12-8315 Umatilla County Line-Long 1955
Creek Rock Production Project
#4439 on the Pendleton-John Day Hwy.

RECEIVED
DEC 30 1955
FOR FILING

December 13, 1955

FINAL COST ANALYSIS

Pendleton-John Day Highway
Prefix: 12-8315

Umatilla Co. Line-Long Cr.
Contract No. 4439

E. H. Itschner, Contractor
Kenneth Berg, Resident Engineer

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
3/4"-½" Cr. Mat. in Stockpile	3522.85	C.Y.	$ 3.40	$ 3.159	$11,109.94	$11,977.69
½-¼ Cr. Mat. in Stockpile	3931.93	C.Y.	3.40	3.159	12,402.25	13,368.56
¼-10 Cr. Mat. in Stockpile	2309.95	C.Y.	3.40	3.159	7,278.41	7,853.83
3/8-10 Cr. Mat. in Stockpile	1044.27	C.Y.	3.40	3.159	3,280.13	3,550.52
SP. Haul Adj. Favor of Contr.	369.15	Yd.Mi.	0.12	0.12	44.30	44.30
					$34,115.03	$36,794.90

Gross Revenue	$36,794.90
Total Cost	34,115.03
Net Profit	$ 2,679.87

Net Profit equals 7.28% of Gross Revenue

DETAIL OF COST

Contract No. 4439

Labor:		
Labor	$ 5,025.75	
Labor Insurance	447.27	$ 5,473.02
Equipment Rentals & Misc. Supplies:		
Equipment Rentals (owned)	9,036.90	
Hired Trucks (fully operated)	9,414.57	
Gas, Oil & Grease	2,194.45	
Small Tools & Misc.	510.40	
Freight & Cartage	391.60	
Cost of Drilling & Shooting (Hired)	6,053.04	
P.U.C. License	52.30	
Bond	257.55	
PL & PD Insurance	62.80	
Home Office & General Overhead	668.40	$ 28,642.01
TOTAL COST-----		$ 34,115.03

BREAKDOWN OF CRUSHING COST

Contract No. 4439

	Quantity	Unit	Total Cost	Unit Cost
Move in & Set up	10,809	C.Y.	$ 3,322.68	$ 0.31
Drill & Shoot	10,809	C.Y.	6,439.31	0.596
Load & Haul to Crusher	10,809	C.Y.	5,194.24	0.48
Crushing	10,809	C.Y.	8,192.16	0.758
Haul to Stockpile (Avg. Haul 6.2 Miles)	10,809	C.Y.	10,015.35	0.927
Stockpiling	10,809	C.Y.	951.28	0.088
			$34,115.03	$ 3.159

The crusher operated 208 hrs. for an average production of 51.9 C.Y. per working hour.

Contract No. 4439

Remarks:

This was a "State Project" calling for the furnishing of approximately 10,000 C.Y. of crushed rock in stockpiles on the Pendleton-John Day Highway. The project was bid May 26, 1955, work started July 20, 1955, and the project was completed September 3, 1955.

On July 20, 1955, the contractor started moving in a three crusher unit into State quarry located 0.5 mile easterly from Pendleton-John Day Highway at M.P. 71.6. The crushing plant was fed with 3/4-C.Y. Shovel, two 6-C.Y. Dumpters and D7 Cat part time. All crushed material was hauled in hired trucks to the stockpiles. The rock in this quarry showed that it had tendency to break very large. This resulted in heavier drilling and shooting cost than the average for most quarry operations.

The contractor, having only a short move from his last State project, with good bid prices and very little down time, was able to realize a fair profit from this project.

By - - R. T. Wechter

RECEIVED
OCT 25 1955
FOR FILING

10-25-55

OREGON STATE HIGHWAY DEPARTMENT

(date)
October 20, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4439	2-Final	E. H. Itschner Co.	
(VOUCHER NO.)	**(WARRANT NO.)**	**(AMOUNT)**	**(DATE)**
21191	R-231658	$ 1,10[illegible].85	10/20/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: 9-15-55

Time Extensions: none

Completion Date: 9-2-55

Date Accepted: 9-22-55

Penalties: none

Claims: none

Remarks:

Date: 10-21-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: OCT 2[illegible]

Ruth Rawlings

NOTED ON CARD

RECEIVED
OCT 14 1955
FOR FILING

[illegible]
4439

October 13, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 4439 for rock production on the Umatilla County Line-Long Creek Section of the Pendleton-John Day Highway in Grant and Umatilla Counties was completed by the contractor, E. H. Itschner Co., on September 2 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $1,103.85 will be released to the contractor on or after October 24, 1955. The total contract amount is $36,794.90, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
SEP 30 1955
FOR FILING

12 – 7 3 15

4437

September 29, 1955

CERTIFIED MAIL

Great American Indemnity Co.
Wells-Reed Insurance
412 Failing Bldg.
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to E. H. Itschner Co. in connection with contract No. 4439, for rock production on the Umatilla County Line-Long Creek Section of the Pendleton-John Day Highway in Grant and Umatilla Counties.

This payment, in the amount of $35,691.05, will be released to the contractor on or after October 10, 1955. The retained percentage is $1,103.85.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

12-8315

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 27, 1955

Section Umatilla County Line Rock Prod.

Kind of work Rock Production

Highway Pendleton - John Day

Section prefix 12-8315-900

Contractor E.H. Itschner

Contract number 4439

Date of contract 5-26, 1955

Date of completion 9-15, 1955

Date work started 7-27, 1955

Estimated date of completion 9-15, 1955

Project authorization $38,745.00

Exclusive of Engineering $35,989.80

Per cent of time elapsed 82.1 %

Estimated cost of completed project, exclusive of engineering $34,590

Per cent of contract completed, based on total contract price 70 %

Engineering authorization $2755.20

Engineering cost to date $1200, 45 %

Date project was completed ...., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Materials in sites at "A" and "D" are completed and remeasured.

Contractor hopes to complete job by Sept. 5.

NOTED
OSCAR CUTLER

NOTED
H. G. SMITH

NOTED
W. T. WRIGHT

NOTED
FORREST C[illegible]

RECEIVED
AUG 2 1955
OFFICE OF
CONSTRUCTION [illegible]

Signed Kenneth Berg

Address Long Creek, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10,100		
Estimated quantities moved or placed to date			7,000		
Average daily quantities			360		
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			14		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants 1

Compressors ...., Bulldozers ...., Sheep-foot rollers .... Trucks 5 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	all		[illegible]
Wednesday	week		
Thursday			
Friday			
Saturday			

b.

RECEIVED
JUL 26 1955
FOR FILING

12 83.5
4439

July 26, 1955

E. H. Itschner Co.
Molalla, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4439, which was awarded to you by the State Highway Commission on May 26, for rock production on the Umatilla County Line-Long Creek Section of the Pendleton-John Day Highway in Grant and Umatilla Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

B

RECEIVED
MAY 31 1955
FOR FILING

12-2315
4439

May 27, 1955

E. H. Itschner Co.
Molalla
Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4439 for Umatilla County Line-Long Creek Rock Production Project on the Pendleton-John Day Highway in Grant and Umatilla Counties.

This award was based on your bid of $34,340 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

13-1601 Buchanan-Stinking Water Mt. 1955
Guardrail Project on the
#4440 Central Oregon Hwy.

12-1611

6

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 28, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4440	2-Final	Vern Haaglin	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19584	B-132899	$ 572.00	9/28/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: none

Completion Date: June 20, 1955

Date Accepted: June 30, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 9-29-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

By Floyd Query
Ass't. Secretary

Warrant Mailed: SEP 29 1955

Ruth Rawlings

RECEIVED
SEP 14 1955

FOR FILING

13 [illegible]

4440

September 13, 1955

CERTIFIED MAIL

American Surety Co. of New York
David A. Lewis, Ass't Manager
725 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4440 for work performed on the Buchanan-Stinking Water Mountain Section of the Central Oregon Highway in Harney County was completed by the contractor, Vern Hoaglin, on June 20, 1955 and was formally accepted by the Commission on June 30, 1955.

Final payment in the amount of $572.00 will be released to the contractor on or after September 23, 1955. The total contract amount is $3,292.00, and no force account work was performed on the project.

The State is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By_______________________
Floyd Query, Assistant Secretary

[illegible]

cc - American Surety Company of New York
Walter J. Pearson & Co.
404 Wilcox Bldg.
Portland, Oregon

NOTED ON CARD
9-13-55

RECEIVED
JUN 29 1955
FOR FILING

[illegible]
4440

June 29, 1955

Mr. Vern Hoaglin
43 N. W. Canyon Road
Beaverton, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4440 awarded to you by the State Highway Commission on May 26, for constructing guardrail on the Buchanan-Stinking Water Mountain Section of the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

13-1601

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 25, 1955

Section Buchanan-Stinkingwater Mountain

Highway Central Oregon

Contractor Vern Hoaglin

Date of contract May 26, 1955

Date work started June 14, 1955

Project authorization $ 3,780.00

Exclusive of Engineering $ 3,511.20

Kind of work Guardrail

Section prefix 13-1601

Contract number 4440

Date of completion August 31, 1955

Estimated date of completion June 21, 1955

Per cent of time elapsed 27 %

Estimated cost of completed project, exclusive of engineering $ 3,360.00

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 268.80

Engineering cost to date $ 91.04, 34 %

Date project was completed 6 - 21, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed this project Monday June 21, 1955 and has cleaned up the project and removed all equipment from project.

Resident Engineer has founfd this project acceptable.

NOTED
OSCAR . CUTLER

NOTED
H. G. SMITH

NOTED
W. T. WRIGHT

RECEIVED
JUN [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Alvin J. Wallace

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

NOTED
FORREST COOPER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
[illegible] project					
Miles partially completed					
Miles completed					
Total estimated quantities			1150		
Estimated quantities moved or placed to date			1150		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			3		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						Supervisor Skilled	1 2
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks, 1 ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	None	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	2	
Friday	"	"	
Saturday			

RECEIVED
MAY 31 1955
FOR FILING

13-1601
4440

B

May 27, 1955

Mr. Vern Hoaglin
446 Bertha-Beaverton Highway
Beaverton, Oregon

Dear Sir:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4440 for Buchanan-Stinking Water Mountain Guardrail Project on the Central Oregon Highway east of Burns in Harney County.

This award was based on your bid of $3,360 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

RECEIVED
MAY 4 1955
FOR FILING

Maint
Traffic Safety
Guard Fence

[illegible]

Salem, Oregon
May 3, 1955

Mr. L. A. DeFrance

The data you submitted under date of May 2, relative to a guard fence project in the Minor Betterment Budget, justifies the project which is hereby approved with a total estimated cost of $3,300.

It is assumed that you have furnished Mr. H. G. Smith a copy of the specifications as recently revised by Mr. Parson, with which change the project is ready to advertise.

W. W. Stiffler

WWS:lg

cc Mr. H. G. Smith
Mr. S. H. Probert

FORM 530—50M—10-54—79488

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1955

SUBJECT: Guard Fence Construction

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to the proposed guard fence construction at M.P. 156 to 162 on the Central Oregon Highway. 1,200 lineal feet of guard fence was to be constructed at three locations on Stinking Water Mt. as a Minor Betterment contract project. We attach hereto a copy of Mr. Crandall's report dated April 6, 1955, of his check of the accident record between these milepoints. From this report it appears that there have been a large number of non-collision accidents, many of which were of the type where the vehicle went off the highway. Mr. Parson submitted additional data relative to the location of the guard fence to be constructed, and has attached cross sections taken to show the width, super elevation and height of embankment. Mr. Parson has also submitted a revised sheet 1 of the special provisions. We enclose a copy of Mr. Parson's letter of April 28, 1955.

We recommend this sketch map and revised specifications be turned over to Mr. Smith so that the project can be scheduled for advertising and early letting.

1200 Lin ft. Est. Cost $3300.00 Total

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:reb
Encl.
c.c. - A. F. Parson
F. B. Crandall
H. G. Smith

REFERRED TO
Stiffler
by State Highway Engineer
bh

RECEIVED
MAY 2 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E 30-- -50,000- -10 54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 28, 1955

SUBJECT:

To:

Mr. I. A. DeFrance
Ass't. Maintenance Engineer
Salem, Oregon

Dear Mr. DeFrance:

On March 24, you asked us for a sketch of alignment and two or three cross-sections of roadbed in connection with guard fence construction, Central Oregon Highway, Buchanan-Stinking Water Mt. Section.

Along in January, we sent to Mr. Smith, Special Provisions for this small guard rail construction project with the idea in mind that it be contracted. Recently a field inspection indicated that a mistake was made in the Station to Station location of the proposed fence.

We are attaching the revised Sheet 1 of the Special Provisions, along with the sketch map you asked for, and the platted cross-sections. We would like to ask that you hand to Mr. Smith, the copies of Sheet 1 referred to, in order that specifications be corrected in accordance therewith.

Very truly yours,

A. F. Parson
Division Engineer

by

C. D. Cannon
Office Engineer

CDC:fd
cc: H. G. Smith

April 28, 1955

Buchanan-Stinking Water Mt. Section
Guard Rail
Central Oregon Highway
Harney County

SPECIAL PROVISIONS

WORK TO BE DONE

The work to be done under the contract consists of the construction of approximately 1,200 linear feet of metal guard rail on the Buchanan-Stinking Water Mt. Section of the Central Oregon Highway in Harney County.

The west end of the project is at Station 1192 (M.P. 156.85) which Station is approximately 1.8 mile northeast of Buchanan. The east end of the project is at Station 312 (M.P. 163.39) which Station is approximately 2.4 miles northeast of the summit of Stinking Water Mountain. The over-all length of the project is 6.54.

STANDARD SPECIFICATIONS

The standard specifications which are applicable to the work to be performed under this contract are those titled "Standard Specifications for Highway Construction" (issue of May 1, 1954), hereinafter called the standard specifications, subject to such supplementations and modifications as are indicated by the special provisions which follow.

CLASS OF PROJECT

The project to which this contract applies is a "State Project." It is to be financed by the State without aid from the Federal Government.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than August 31, 1955.

GUARD RAIL

Work To Be Done:

Under these provisions the contractor shall construct a metal guard rail along the edge of the highway roadbed at the locations indicated below and as specifically designated by the engineer.

Station to Station		Approximate Length	Side of Highway
1190+25 - 1197+00		675	Easterly
1209+00 - 1213+00		400	~~Westerly~~ Northerly
312+25 - 313		75	Easterly
	Net Total	1150 lin. ft.	
	Allowance	50	
	Bid Quantity	1200 lin. ft.	

Salem, Oregon
April 6, 1955

Guard Rail Construction
Central Oregon Highway
Vicinity of Stinking Water Pass
US20 - Hwy. No. 7 - M.P. 163.39

I. A. DeFrance
Assistant Maintenance Engineer
Office

Pursuant to your request we have made a check of the accident record on the Central Oregon Highway, between M.P. 156.85 and M.P. 163.39. There are attached two copies of an accident listing covering this section.

During the period from January 1, 1950, to January 31, 1955, there were 36 accidents in this section. Five persons were killed and 26 were injured. All of the accidents were non-intersectional and 17 of the 36 accidents were non-collision accidents involving a single vehicle. Of the 17 non-collision accidents, 11 involved westbound vehicles as did the two fixed-object accidents. The majority of the non-collision accidents were of the type wherein a vehicle went off the highway. In two, a vehicle overturned in the roadway.

F. B. Crandall
Traffic Engineer

VJ:mm
Attachments

OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

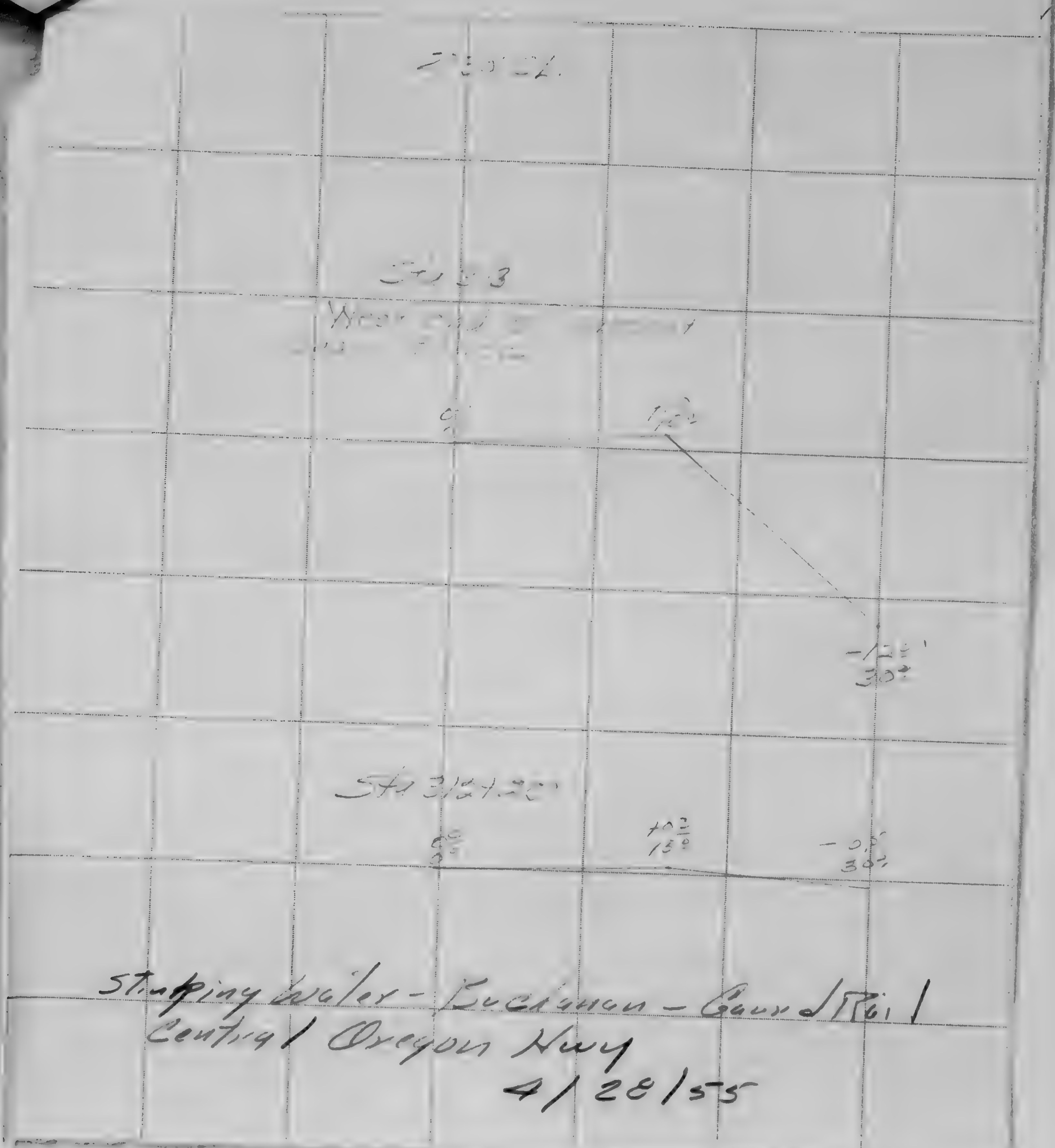
LOCATION
Central Oregon Highway
Hwy.No. 7 Rte.No. US20
From M.P. 156.85
To M.P. 163.39
Period Covered:
1-1-50 to 1-31-55

LOCATION	COLLISION TYPE												TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
	ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS		FATAL	NON-FATAL	PROP. DAMAGE			
M.P. 156.85 to Road to Drewsey (M.P. 158.80)																			
1950	-	-	-	1	-	-	-	1	-	-	-	-	2	1	-	1	1	1	
1951	No Accidents																		
1952	1	-	-	-	-	-	-	1	-	-	-	-	2	-	1	1	-	3	
1953	-	-	-	-	-	-	-	2	-	-	-	-	2	-	1	1	-	2	
1954	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	1	-	-	
1 Mo.1955	No Accidents																		
Total	1	-	-	1	-	-	-	5	-	-	-	-	7	1	2	4	1	6	
At Road to Drewsey (M.P. 158.80)																			
From—1950 to 1 Month-1955	No Accidents																		
Rd. to Drewsey (M.P. 158.80) to end of section (M.P. 163.39)																			
1950	-	1	1	1	-	-	-	2	1	-	-	-	6	1	2	3	1	3	
1951	-	2	2	-	1	-	-	2	-	-	-	1	8	-	3	5	-	9	
1952	-	-	1	-	-	-	-	2	-	-	-	2	5	1	-	4	1	2	
1953	-	-	-	-	-	-	-	4	1	-	-	-	5	1	1	3	1	6	
1954	-	-	1	1	-	-	-	2	-	-	-	1	5	1	-	4	1	-	
1 Mo.1955	No accidents																		
Total	-	3	5	2	1	-	-	12	2	-	-	4	29	4	6	19	4	20	

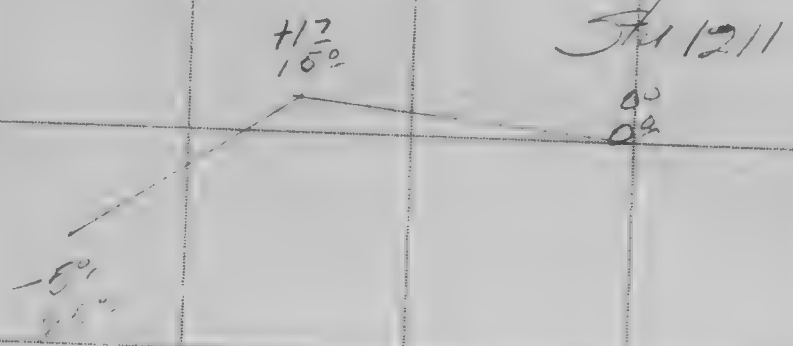
OREGON STATE HIGHWAY DEPARTMENT TRAFFIC ENGINEERING DIVISION

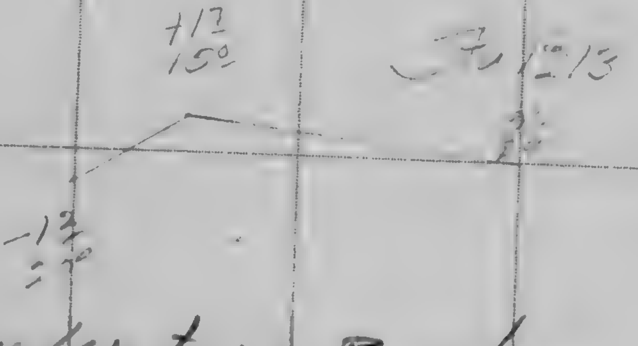
Rural Motor Vehicle Accident Listing

LOCATION Central Oregon Highway Hwy.No. 7 Rte.No. US20 From M.P. 156.85 To M.P. 163.39 Period Covered: 1-1-50 to 1-31-55	COLLISION TYPE												TOTAL	CLASS.			PERSONS KILLED	PERSONS INJURED	REMARKS
	ANGLE	HEAD-ON	REAR-END	SIDESWIPE MEETING	SIDESWIPE OVERTAKING	TURNING	PARKING	NON-COLLISION	FIXED OBJECT	PEDESTRIAN	BACKING	MISCELLANEOUS		FATAL	NON-FATAL	PROP. DAMAGE			
Total Intersectional																			
1950 1 Mo.1955	No Accidents																		
Total Non-Intersectional																			
1950	-	1	1	2	-	-	-	3	1	-	-	-	8	2	2	4	2	4	
1951	-	2	2	-	1	-	-	2	-	-	-	1	8	-	3	5	-	9	
1952	1	-	1	-	-	-	-	3	-	-	-	2	7	1	1	5	1	5	
1953	-	-	-	-	-	-	-	6	1	-	-	-	7	1	2	4	1	8	
1954	-	-	1	1	-	-	-	3	-	-	-	1	6	1	-	5	1	-	
1 Mo.1955	No Accidents																		
Grand Total	1	3	5	3	1	-	-	17	2	-	-	4	36	5	8	23	5	26	

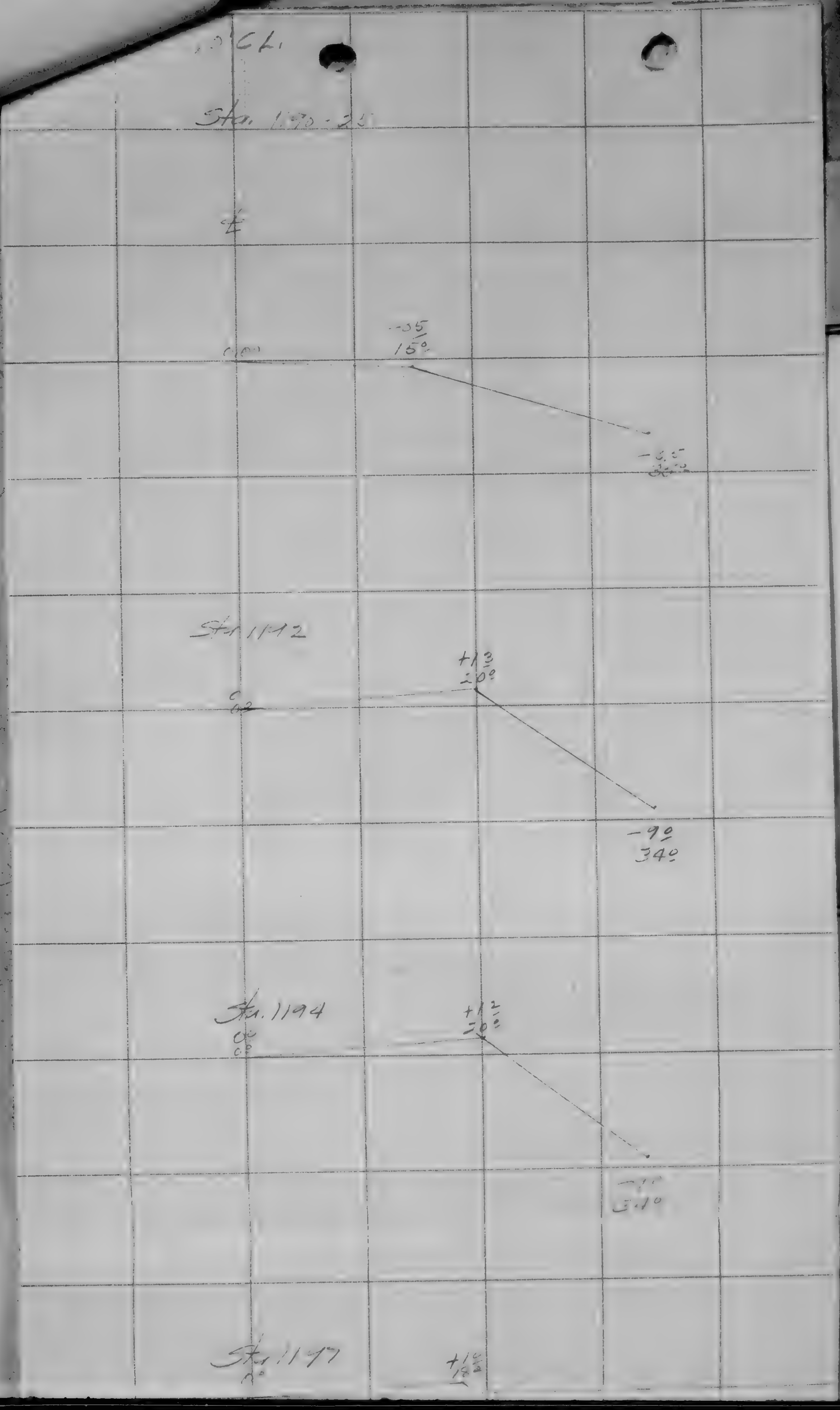

Sta 3+00 CL
Sta 3+3
West end of railing
0'
12'
-12'
30'
Sta 318+20
0.0
0'
+0.2
15'
-0.5
30'

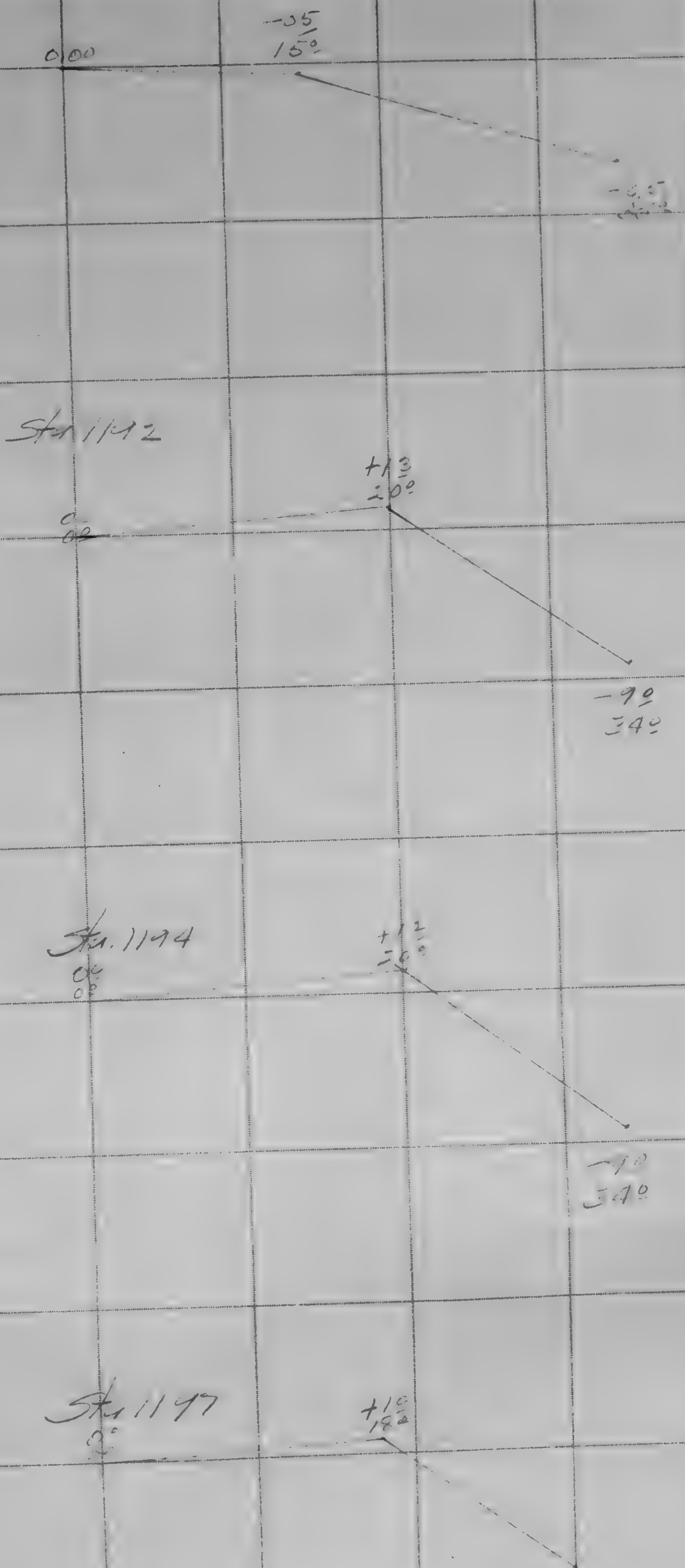
Stinking Water - Buchanan - Guard Rail
Central Oregon Hwy
4/28/55


Sta 1211
+17
15°
0
0
-8'


Sta 1213
+17
15°
-12

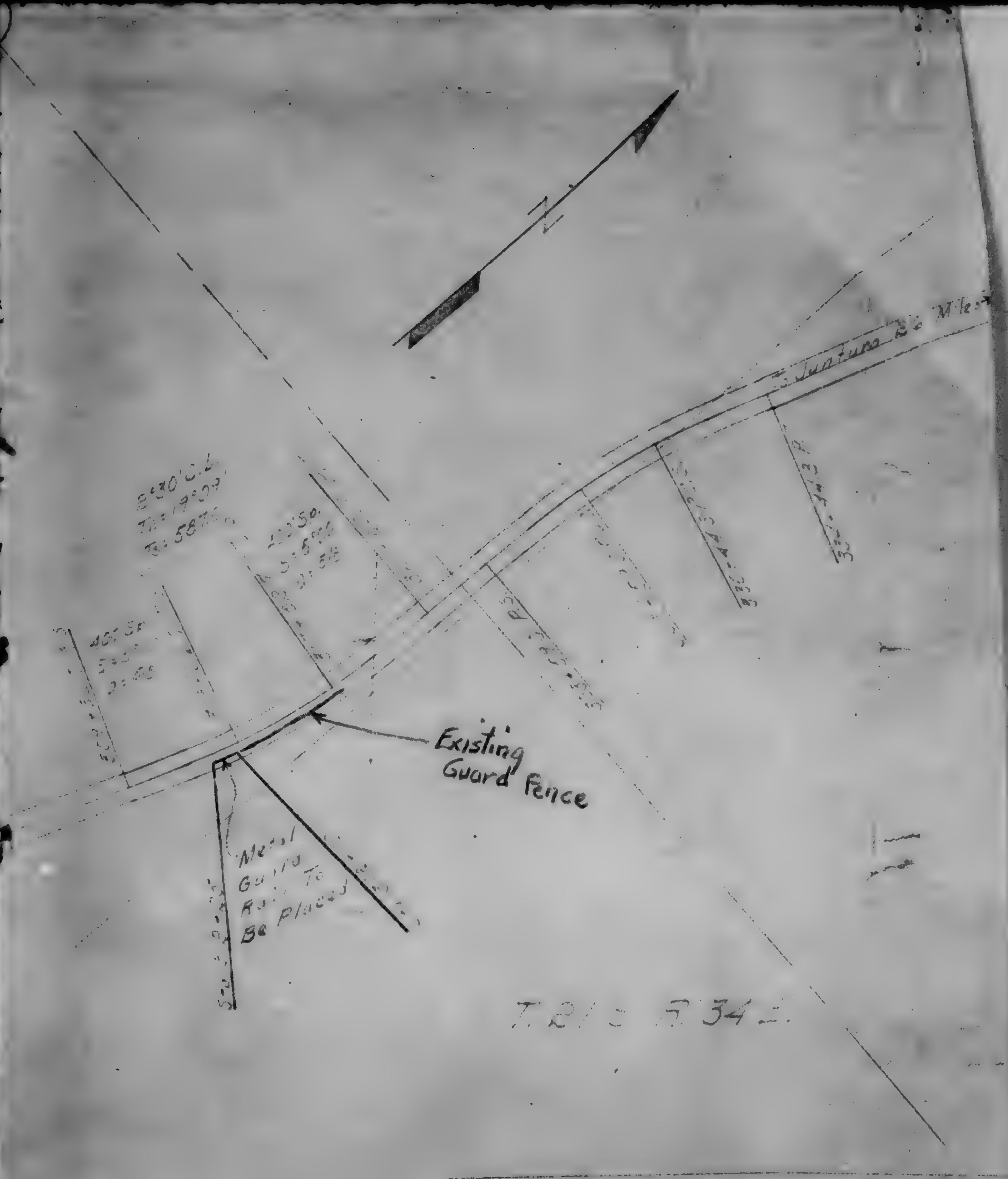
Stinking Water - Buchanan - Guard Rail
Central Oregon Hwy
4/28/55

CL
Sta. 1190-25
℄
0.00
-35
15°
-6.5
32°
Sta. 1192
+13
20°
0.0
-9.0
34°
Sta. 1194
0.0
+12
20°
-11
34°
Sta. 1197
0°
+1.6
18°


0.00
-.35
15°
-6.5
Sta. 1142
0°
+1.3
20°
-9°
34°
Sta. 1144
0°
0°
+1.2
20°
-1.0
34°
Sta. 1147
0°
+1.0
18°
-8°
30°

Central Oregon Hwy
4/28/55

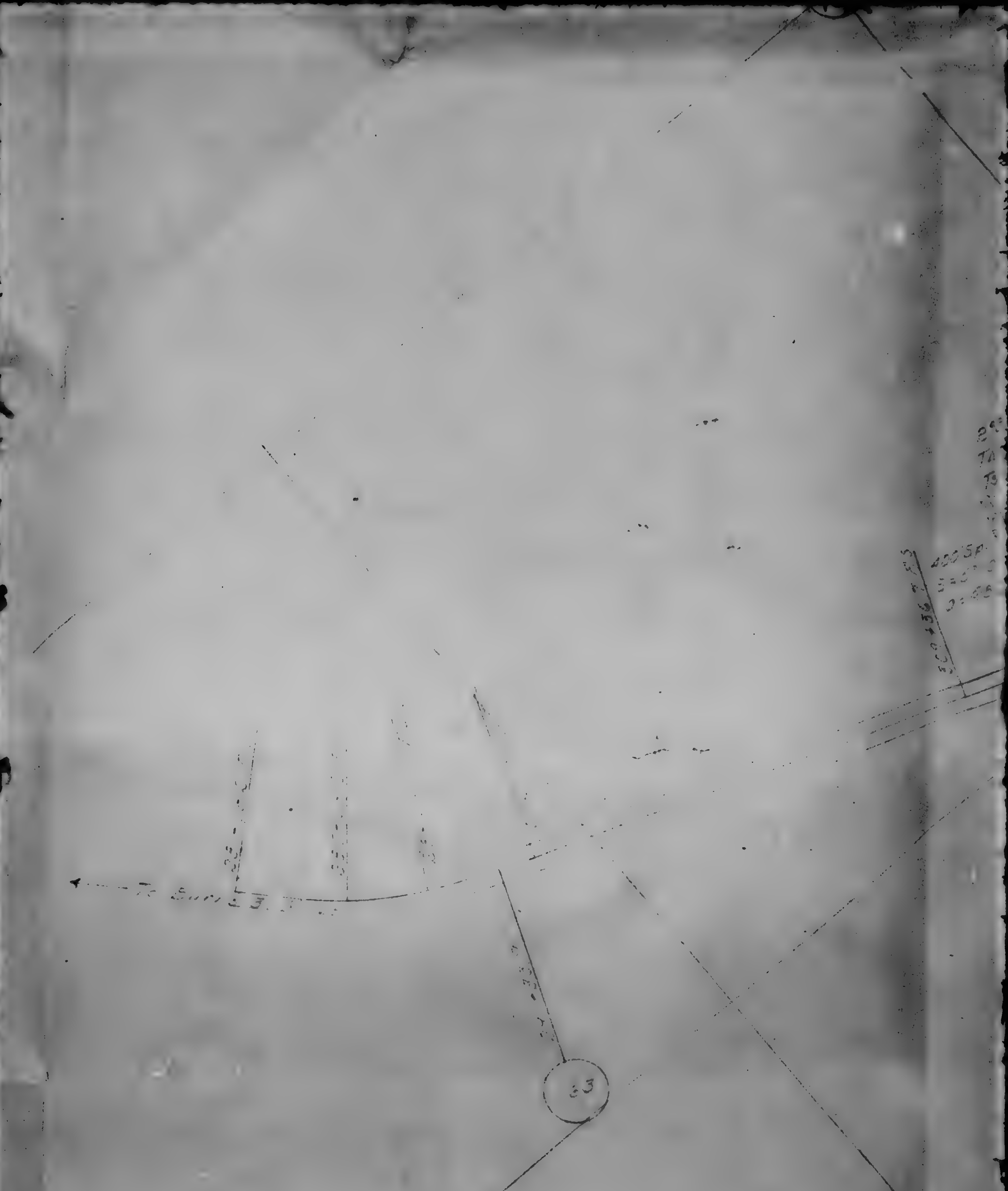
[illegible] Guard Rail

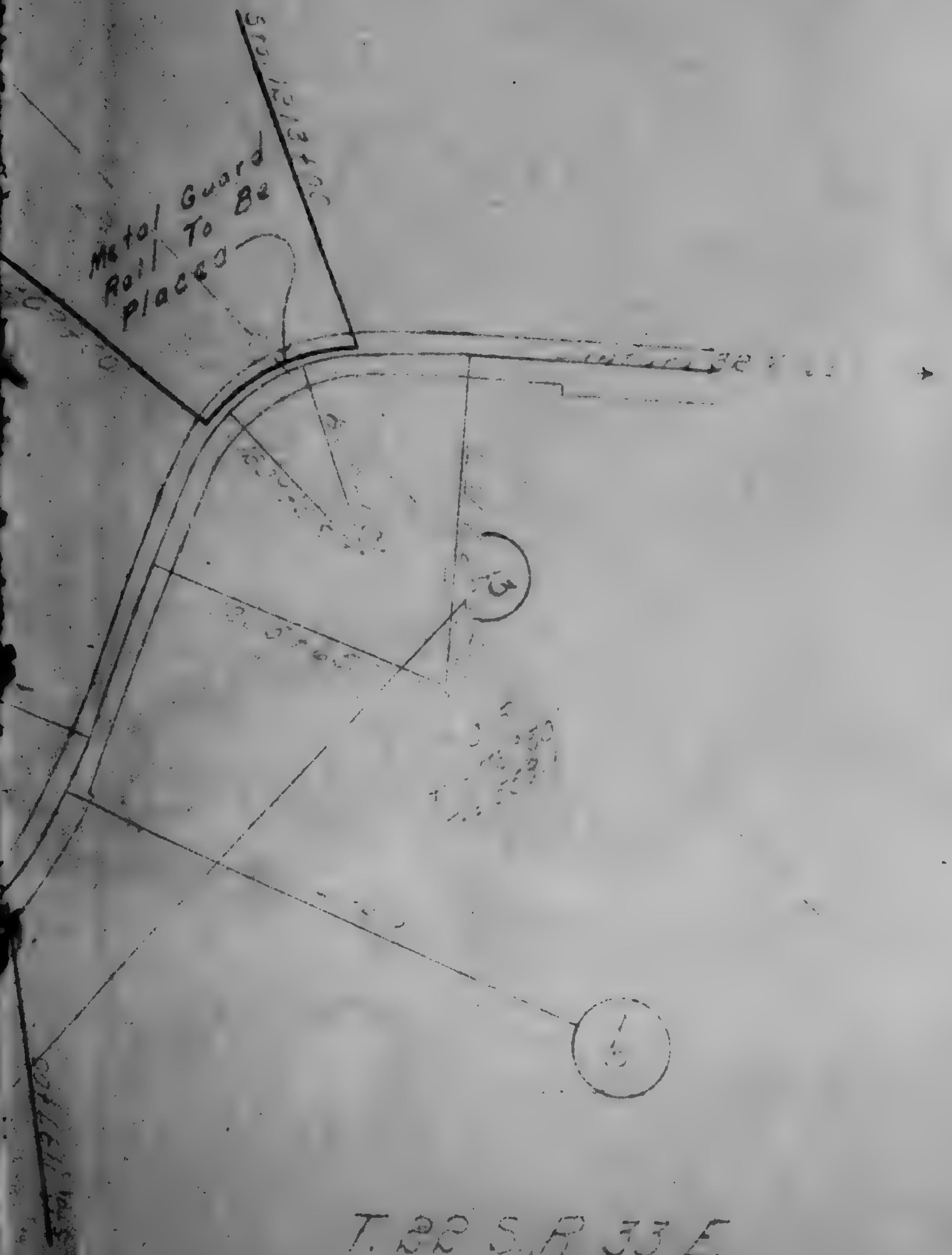

N
To Juntura 86 Miles
Existing Guard Fence
Metal Guard Rail To Be Placed
T. 21 S. R. 34 E.
8°30' C.L.
400' Sp.

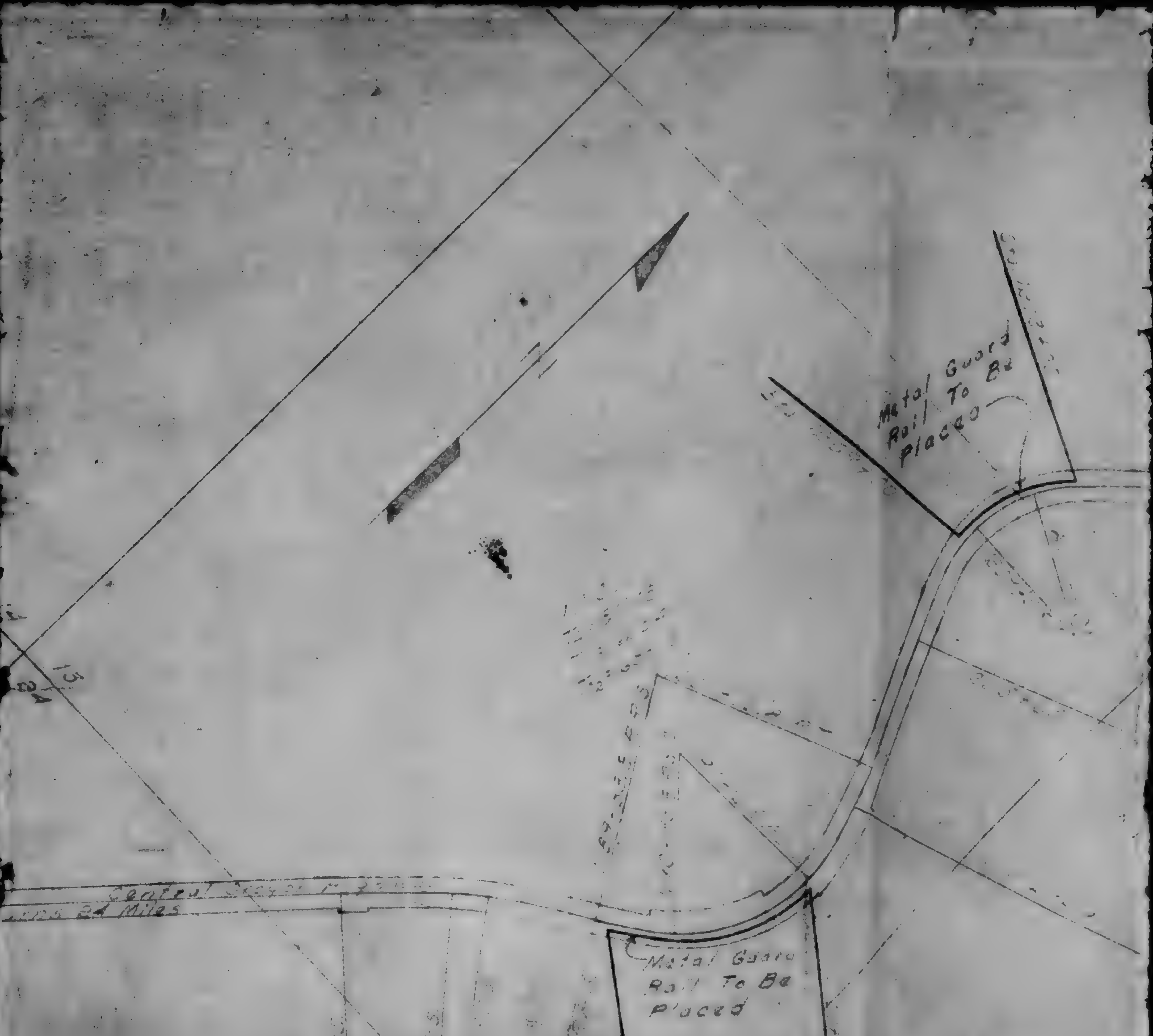
SKETCH MAP

Showing Locations of Guard Rail
To Be Placed By Contract
Buchanan-Stinking Water Mtn.
Central Ore. Hwy.
Harney Co.

4/23/[illegible] Scale 1" = 400'


63
TA
400 SP.


Metal Guard
Rail To Be
Placed
3
T. 32 S., R. 33 E.


Metal Guard Rail To Be Placed
Metal Guard Rail To Be Placed
Central Oregon
24 Miles
13
24
T. 22
Street
350' Ep.

21-3332 Beverly Beach State Park 1955

#4441

RECEIVED
JUL 25 1956
FOR FILING

21-3332

4441

July 25, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Gentlemen:

State highway contract No. 4441 for work performed on the Beverly Beach State Park Section of the Oregon Coast Highway in Lincoln County was completed by the contractor, Petersen Construction Company on May 16, 1956 and was formally accepted by the Highway Commission July 12, 1956.

Final payment in the amount of $3,075.34 will be released to the contractor on or after August 3, 1956. The total contract amount is $21,596.39, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

NOTED ON CARD

7-25-56

A

FORM [illegible] REVISED [illegible]

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JUL 20 1956
FOR FILING

21-3332

4441

July 20, 1956

Petersen Construction Co.
Box 690
Florence, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 12 had under discussion your request for an extension of time from December 31, 1955 to May 16, 1956 within which to complete your contract No. 4441, covering expansion of camping area at Beverly Beach State Park on the Oregon Coast Highway in Lincoln County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. E. Walker,
Division Engineer

O. R. Kennon,
Resident Engineer

P. M. Stephenson
Bridge Engineer

RECEIVED
JUL 2 1956
FOR FILING

21-3-32
4441

June [illegible], 1956

Oregon State Highway Commission

Request for extension of time
No. 7
July 12 and 13 meeting.

Gentlemen:

Re: Beverly Beach Park
Camp Expansion
Contract No. 4441

Peterson Construction Company, contractor on the Beverly Beach Park Camp Expansion in Lincoln County, has requested a second extension of time from December 31, 1955, to May 16, 1956, the date of completion of the contract.

This contractor was previously granted an extension of time from October 31, 1955, to December 31, 1955, subject to the usual engineering penalties. The contractor would have completed all work within the first time extension period, but he was ordered by the engineer to postpone all work on the roadways until dry weather in the spring of 1956. He resumed work on May 10, 1956, and completed on May 16, 1956.

For reasons as given above, it is recommended that this second extension of time be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

PHS/dp
Attached

RECEIVED
JAN 6 1956
FOR FILING

21-3232
4441

January 4, 1956

Petersen Construction Co.
Box 690
Florence, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31 to December 31, 1955 within which to complete your contract No. 4441 for expansion of Beverly Beach State Park Camping Area on the Oregon Coast Highway in Lincoln County.

The Highway Commission granted your request for an extension of time from October 31 to December 31, 1955 with the provision that all engineering costs incurred be assessed as penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

O. R. Kennen,
Resident Engineer

P. M. Stephenson,
Bridge Engineer

RECEIVED
DEC 5 - 1955
FOR FILING

21-[illegible]
4441

December 2, 1955

Request for extension of time
No. 14
December 19 and 20 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Beverly Beach Park Camp Expansion
Contract No. 4441

Petersen Construction Company, contractor on the Beverly Beach Park Camp Expansion on the Oregon Coast Highway in Lincoln County, has requested an extension of time from October 31, 1955, to December 31, 1955, in which to complete the contract.

The contractor did not coordinate his efforts and should have finished this contract considerably ahead of the specified completion date.

It is recommended that this extension be granted subject to the usual engineering penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PMS/dp

Attached

B

RECEIVED
JUN 24 1955
FOR FILING

21-3332
4441

June 24, 1955

Petersen Construction Company
Box 690
Florence, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4441, which was awarded to you by the State Highway Commission on May 26, covering expansion of the Beverly Beach State Park in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 31 1955
FOR FILING

21-3332
4441

B

May 27, 1955

Petersen Construction Co.
Box 690
Florence, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4441 for expansion of existing overnight camping facilities in Beverly State Park on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $19,911.12 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephensen

321-1709 Toledo ("A" Street) Paving 1955
Project
#4442

RECEIVED
NOV 11 1955
FOR FILING

321-1709

(CONTRACT NO.) 4442

b

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 4, 1955

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4442	2-Final	Western Paving & Construction Co.

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22356	R-135724	$ 500.00	11/3/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: None

Completion Date: Sept. 9, 1955

Date Accepted: Sept. 22, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-7-55

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed:

Ruth Rawlings

gl

RECEIVED
OCT 28 1955
FOR FILING

321-1707
4442

October 27, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

State Highway Contract No. 4442 for work performed on the Toledo ("A" Street) City Street Section in Lincoln County was completed by the contractor, Western Paving & Construction Co., on September 9 and was formally accepted by the Highway Commission on September 22, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after November 7, 1955. The total contract amount is $9,734.35 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seth Leavens Agency
806 S. W. Broadway
Portland, Oregon

NOTED ON CARD

RECEIVED
OCT 10 1955
FOR FILING

321-1709
4442

October 10, 1955

CERTIFIED MAIL

Maryland Casualty Co.
Baltimore 3
Maryland

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Western Paving & Construction Co. in connection with contract No. 4442, for paving on the Toledo ("A" Street) Section in Lincoln County. This payment, in the amount of $9,234.35, will be released to the contractor on or after October 20, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Seth Leavens Agency
Jackson Tower
806 S. W. Broadway
Portland, Oregon

NOTED ON CARD

RECEIVED

3-1-1101

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 10, 1955

Section Toledo "A" Street

Kind of work Paving

Highway City Street

Section prefix 321-1709

Contractor Western Paving and Construction Company

Contract number 4442

Date of contract May 26, 1955

Date of completion Sept. 30, 1955

Date work started Aug. 29, 1955

Estimated date of completion Sept. 15, 1955

Per cent of time elapsed 84 %

Project authorization $ 11,161.13

Exclusive of Engineering $ 10,367.45

Estimated cost of completed project, exclusive of engineering $ 9800.00

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 793.68

Date project was completed Sept. 9, 19

Engineering cost to date $ 629.00, 79 %

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished paving on Thursday.

Applied RS-1 seal on Friday.

Job complete.

NOTED
H. G. SMITH

NOTED
FORREST COOPER

NOTED
W. T. WRIGHT

RECEIVED
SEP 13 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed David H Modling

Address Box 110, Corvallis.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77060

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.18			0.18
Miles partially completed					
Miles completed		0.18			
Total estimated quantities		330 cu. yd.			815 Tons
Estimated quantities moved or placed to date		280 cu. yd.			780 tons
Average daily quantities					150 Tons
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift 8					
Average force on project for week 7					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 2, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ...., Trucks 3, Paver 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday	Partly Cldy		
Wednesday	Cloudy		
Thursday	"		
Friday	Clear		
Saturday			

RECEIVED
JUN 29 1955
FOR FILING

221-1129
4442

June 29, 1955

Western Paving & Construction Co.
115 East Second St.
Albany, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4442 awarded to you by the State Highway Commission on May 26, for paving on the Toledo ("A" Street) Section in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 9 1955
FOR FILING

321-1709
4442

file

Salem, Oregon
June 6, 1955

MISC. CONTRACTS and
AGREEMENTS No. 1640

Mr. John W. Cattrall
City & County Relations Dept.
Office

Attached hereto is a conformed copy of an agreement with the City of Toledo covering the Special City Allotment project on "A" Street in the City of Toledo.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Recorder at Toledo, Oregon.

Secretary

rn
Attach: 1

FORM E30—50b—10-54—79489

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1955

SUBJECT:

To: Mr. W. C. Williams
OFFICE

REFERRED TO
Glaisyer
BY DEPUTY STATE HIGHWAY ENGINEER

Attached are three copies of an agreement covering the Special City Allotment projects in the cities of Milton-Freewater, Toledo, and Union.

Two copies of each agreement have been executed by the respective cities and are now ready for presentation to the Highway Commission. These copies require your signature of approval.

These projects were approved by the Highway Commission on December 7, 1954.

John W. Cattrall
Engineer, County and City Relations

By John D. Graham

John D. Graham
Office Engineer

JDG:mm

AUTHORIZED BY HIGHWAY COMMISSION
DATE 12-7-54 Minute Page 29
H B Geary
Secretary

B

RECEIVED
JUN 7 1955
FOR FILING

321-1709
4442

June 6, 1955

Gladys Burgess, City Recorder
City Hall
Toledo, Oregon

Dear Madam:

We are enclosing herewith for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Toledo covering the Special City Allotment project on "A" Street in the City of Toledo.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
MAY 31 1955
FOR FILING

321-1709
4442

B

May 27, 1955

Western Paving & Construction Co.
115 E. 2nd Street
Albany, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4442 for Toledo ("A" Street) Paving Project in Lincoln County.

This award was based on your bid of $9,921 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

FORM 830—80M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1955

SUBJECT: Ordinance No.631 - city of Toledo

To: Mr. John W. Cattrall
County and City Relations
Office

Dear Mr. Cattrall:

I have checked Ordinance No. 631, city of Toledo, with respect to the agreement the said city has entered into for improvement of city streets under provisions of ORS 366.800 and 366.805, and approve said ordinance as to form.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By Owen E. McAdams Jr.
OWEN E. McADAMS, JR.
Assistant Attorney

OEM:MH
Encl.

ORDINANCE NO. 631

An Ordinance providing for a form of agreement by and between the City of Toledo, Oregon, and the State of Oregon acting by and through its State Highway Commission, for the improvement of "A" Street from First Street North to Highway 20, a distance of approximately 0.18 mile, and declaring an emergency.

WHEREAS, the City of Toledo, Oregon, had heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of "A" Street from First Street North to Highway 20, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the City of Toledo to pay all cost in excess of said $15,000;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF TOLEDO:

SECTION 1: That that certain form of agreement herein above referred to be entered into by the City of Toledo, Oregon, and the State of Oregon, acting by and through the State Highway Commission providing for the improvement of "A" Street from First Street North to Highway 20, and is hereby approved and accepted as submitted.

SECTION 2: That the Mayor and Recorder are hereby authorized and directed to execute said agreement in triplicate and to deliver said agreement to the State Highway Commission for execution by said Commission.

SECTION 3: WHEREAS, it is necessary that said improvements be made in the spring or summer of 1955 while the weather permits, and whereas the State Highway Commission cannot award a contract for said improvements until the said agreement has been executed by The Mayor and Recorder, thereby involving the peace, health, and credit of the people of the City of Toledo, Oregon, an emergency is declared to exist and this ordinance shall be in full force and effect from and after its passage by the Council and approval by the Mayor, as authorized by the City Charter dated 1905.

Passed by the Common Council of the City of Toledo, Lincoln County, Oregon on the 2nd day of May 1955 by the following vote:

AYES: Robert S. Bateman, Roy Moss, Wm. E. Papez and Lee W. Dickenson, Jr.

NAYS: None

Matthew Gruber and Jack Short absent and not voting.

Submitted to the Mayor this 2nd day of May 1955.

Approved by the Mayor this 2nd day of May 1955.

Alex D. Allan
Mayor

Attest:

WHEREAS, the City of Toledo, Oregon, had heretofore made application to the State Highway Commission for assistance in repairing or reconstructing streets under the provisions of ORS 366.800 and 366.805, and

WHEREAS, the State Highway Commission has accepted such application for the improvement of "A" Street from First Street North to Highway 20, and

WHEREAS, in the form of agreement prepared by the State Highway Commission, a copy of which, marked "Exhibit A", is attached hereto and by this reference made a part hereof, the State Highway Commission has agreed to pay the cost of the project up to Fifteen Thousand and No/100 ($15,000) Dollars, and the City of Toledo to pay all cost in excess of said $15,000;

NOW, THEREFORE, BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF TOLEDO:

SECTION 1: That that certain form of agreement herein above referred to be entered into by the City of Toledo, Oregon, and the State of Oregon, acting by and through the State Highway Commission providing for the improvement of "A" Street from First Street North to Highway 20, and is hereby approved and accepted as submitted.

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AYES: Robert S. Bateman, Roy Moss, Wm. E. Papez and Lee W. Dickenson, Jr.

NAYS: None

Matthew Gruber and Jack Short absent and not voting.

Submitted to the Mayor this 2nd day of May 1955.

Approved by the Mayor this 2nd day of May 1955.

Alex F. Allan
Mayor

Attest:

City Recorder

COUNTY & CITY RELATIONS

OFFICIALS
C. H. BOGERT, MAYOR
GLADYS BURGESS, RECORDER
G. B. McCLUSKEY
EARL P. CONRAD, ATTORNEYS
BRUCE A. BURNS, TREASURER

TELEPHONE 3-2372

CITY OF TOLEDO
TOLEDO, OREGON

COUNCILMEN
ELEANOR BOGERT
C. K. CROSNO
LORNE DIXON
MAX DAMON
JACK SHORT
WM. L. WIENERT

March 22, 1955

NOTED

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Harold C. Ayres

Dear Sir:

At a meeting of the Common Council of the City of Toledo held March 9, 1955 the members approved the revised proposed plan of construction of "A" Street from First Street North to Highway 20 as required by the State Highway Commission and as agreed upon at a meeting with yourself, Mayor Allan and the members of the Street Committee on March 8, 1955.

In order to qualify for the 1955 Special City Allotment Fund the City agrees to complete the required work, if possible, before June 1, 1955. Bids are being advertised March 24th and 31st to be opened April 4th.

Very truly yours,

Gladys Burgess

Gladys Burgess
City Recorder

J. F. [illegible]

GB:wn

RECEIVED
MAR 24 1955
ENGINEER
CO[illegible] RELATIONS

RECEIVED
MAR 24 1955
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 25M 9-51 22815

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Feb. 24, 1955

NOTED
V R.

SUBJECT: Base Design Charts

To: Mr. J. D. Walker
Division Engineer
Division II
Salem, Oregon

Dear Sir:

Reference is made to the "A" Street Section, of the Toledo City Streets.

Enclosed you will find 2 base design charts prepared from laboratory tests, numbers 357368 and 357369.

These charts indicate the total thickness of base course plus wearing surface necessary for the individual soils on this project, as reported at this time.

It is desired that the soils requiring the least base course be used in the subgrade zones, where economically justified.

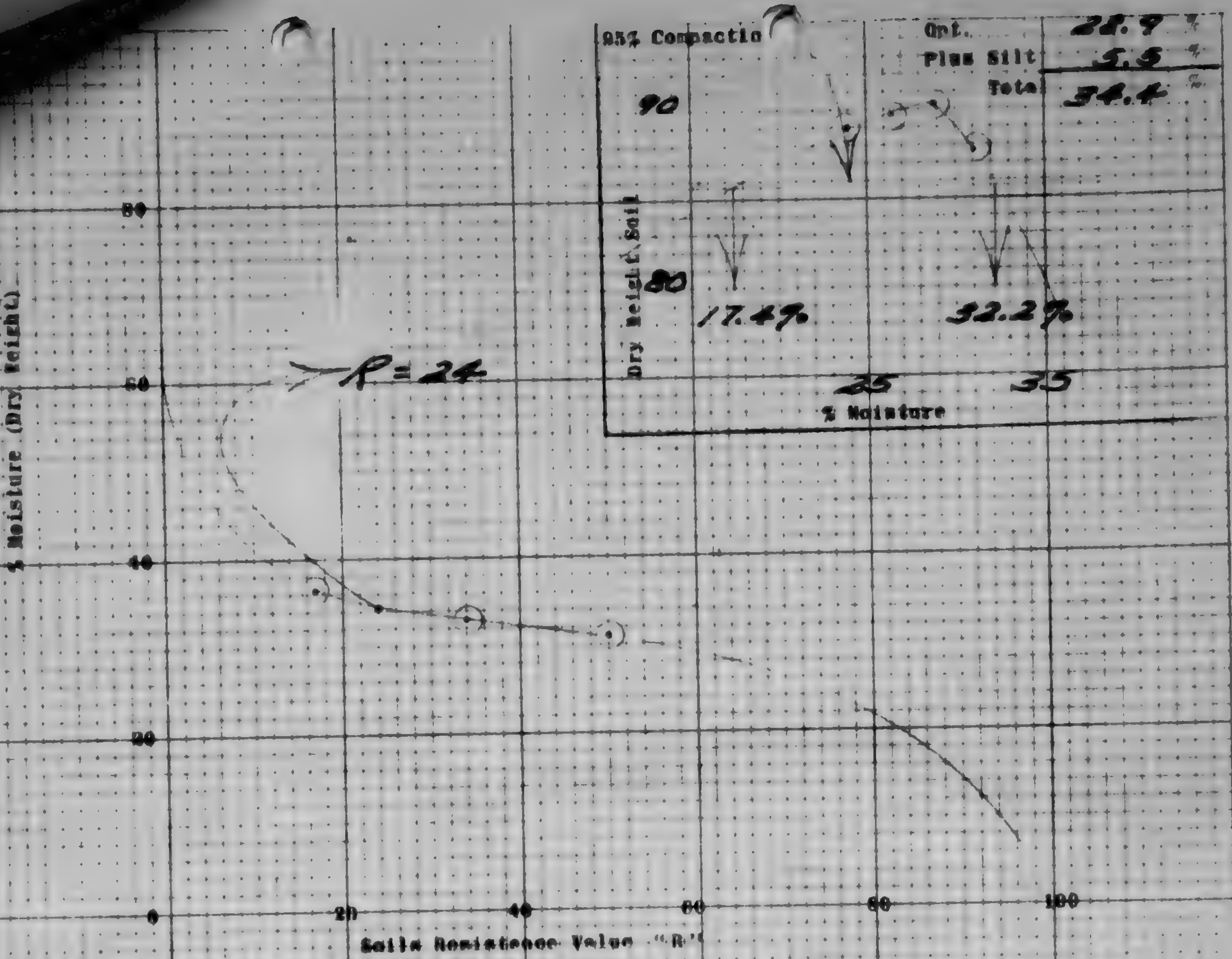
The final design of the base course on this project will require that we be advised of the soil selected for subgrade. This may necessitate more than one base thickness, depending upon local conditions. If this is correct, please indicate the station limits of the change sections involved. When this has been determined, please advise us of your recommended design and we will initiate the final design.

Very truly yours,

H. G. Smith
Construction Engineer

By Ray Webber
Ray Webber
Ass't. Construction Engineer

RW:of
Encls.
cc J. F. McGee
County and City
R. L. Lowe



Data Sheet No. N41702
Lab. No. 357368
LL 56
PI 26
Pass 200 Screen 97.8 %
HYDROMETER ANALYSIS
Particles larger than 2.0 mm .2 %
Coarse Sand 1.0 %
Fine Sand 4.0 %
Silt 40.9 %
Clay 53.9 %
Sg 2.67
Natural Moisture %

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available, in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

Base & Wear VH Traffic 20.0
Minus Rock Reduction "
"
Minus Wearing Surface 3.0
17.0"
Plus 25% Increase 4.5
Plus Wearing Surface 3.0
Total Base & Wear 24.5"

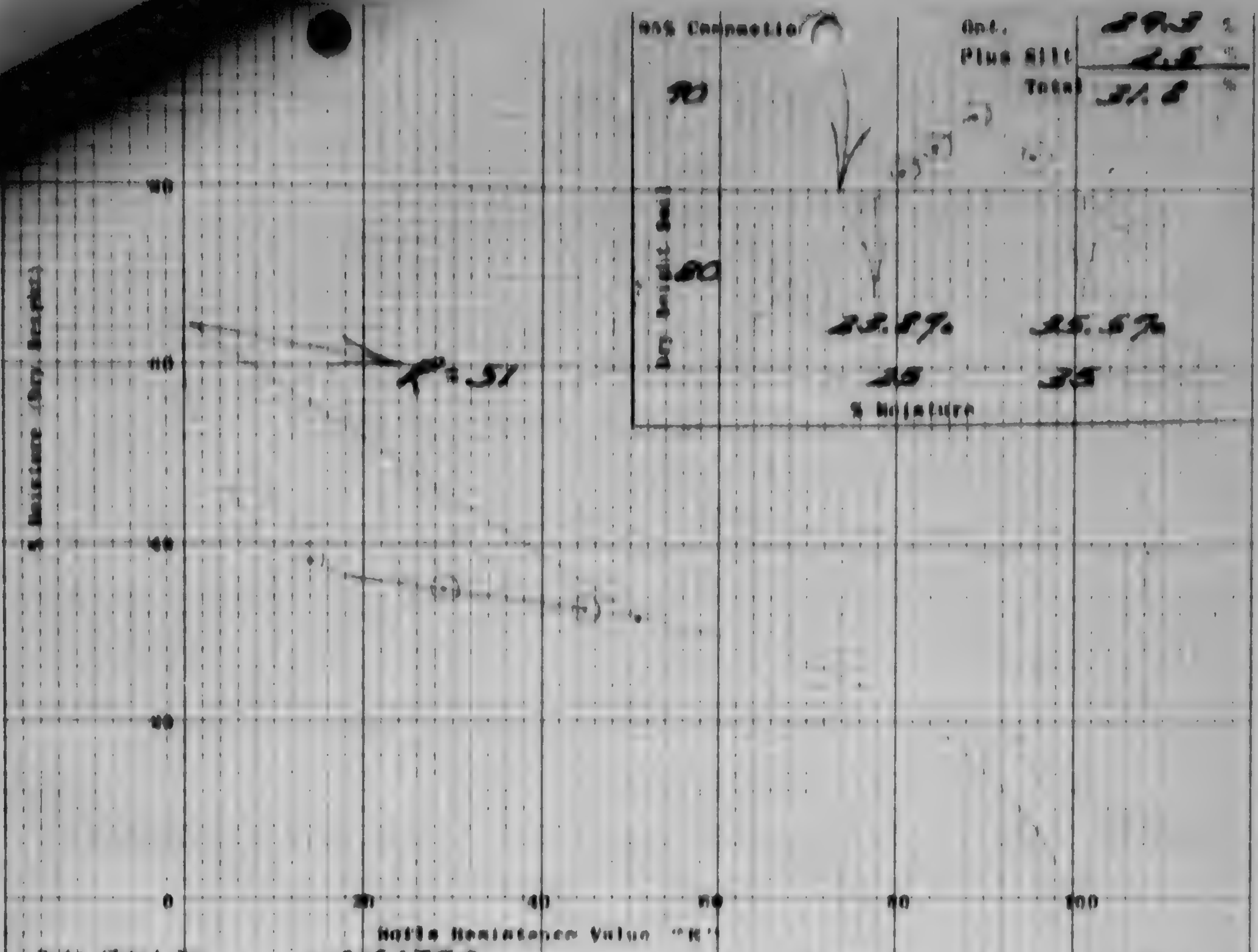
OREGON STATE HIGHWAY DEPARTMENT

SOILS DIVISION

BASE DESIGN CHART

Section "A" Street
Hwy. Toledo City Sts.
Station 8+75
Depth 0-4'
Hole #
To be used - Subgrade
Prefix No.
County - Lincoln
Date 2-23-55
Designed by S

CLEARPRINT PAPER CO. NO. T3190 10 DIVISIONS PER INCH BOTH WAYS TO 1 100 DIVISIONS PRINTED IN U.S.A. ON CLEARPRINT TECHNICAL PAPER NO 1000



Opt. 29.3 %
Plus Silt 2.5 %
Total 31.8 %

Data Sheet No.	A41702		
Lab. No.	357569	Zone & Wear VH Traffic	13.0
LL	53	Minus Rock Reduction	——
PI	22		
Pass 200 Screen	68.8 %	Minus Wearing Surface	3.0
HYDROMETER ANALYSIS			10.0
Particles larger than		Plus 25% Increase	2.5
2.0 mm	12.4 %	Plus Wearing Surface	3.0
Coarse Sand	2.5 %	Total Base & Wear.	15.5
Fine Sand	16.1 %		
Silt	27.4 %		
Clay	41.6 %		
Sg	2.67		
Natural Moisture	%		

OREGON STATE HIGHWAY DEPARTMENT
SOILS DIVISION
BASE DESIGN CHART

Section "H" Street
Hwy. Toledo City Sts.
Station 2+00
Depth 0-4'
Hole # Sample 2
To be used Subgrade
Profile No.
County - Lincoln
Date 2-23-55
Designed by S

NOTE

This curve indicates the recommended base and surfacing requirements for this particular soil after consideration of the moisture and grain size conditions. For design purposes, it will be necessary to consider the quantity of cut represented by this soil and the possible reduction of base thickness by the use of better soils if available, in the upper portions of the cuts and fills. If frost boils prevail in area, base depth should be 1/2 frost penetration.

June 22-1954

Toledo

Investigated condition and use of N. "A" Street in the City of Toledo, then contacted Mayor C. H. Bogert who advised that city intends to place curbs and some base rock between the [illegible] and [illegible] and asks that that the paving be approved.

The street is receiving excessive wear by all the traffic to the very large C. D. Johnson Lumber Mill logs, lumber and the heavy volume of passenger car of the mill workers.

Believe the project qualifies for improvement

HGA.

10-28-54

Contacted Mr. Jack White, city street supt. who advised that city would have the curbs, drainage and base placed by April 1 1955 and asked if we could pave 45' width if city places all base rock needed.

HGA

3-1-54

RESOLUTION

WHEREAS, Section 2, Chapter 371, Oregon Laws 1943, as amended by Section 1, Chapter 149, Oregon Laws 1949, provides that:

> "Beginning with the year 1949 and annually thereafter there shall be and hereby is appropriated out of the state highway fund such sums of money as will equal 10 per cent of all moneys credited to the state highway fund by the state treasurer between January 1 and December 31 of each year and which have accrued from funds transferred to the state highway fund by the state treasurer under the provisions of section 115-135, O.C.L.A.; section 15, chapter 413, Oregon Laws 1945, as amended by section 4, chapter 114, Oregon Laws 1947; and section 29, chapter 467, Oregon Laws 1947; and from fines and penalties collected for violations of the motor vehicle and transportation laws. Such appropriation shall be distributed among the several cities as provided in this act."

and

WHEREAS, Section 3, Chapter 371, Oregon Laws 1943, as amended by Section 2, Chapter 149, Oregon Laws 1949, provides that:

> "Such appropriation shall be allocated to the cities as follows: The sum of two hundred fifty thousand dollars ($250,000) shall be withdrawn from such appropriation each year and set up in a separate account to be administered by the state highway commission. Such account shall be spent each year by such commission upon streets not a part of the state highway system within cities which are receiving excessive wear through sudden increases in population in the area or heavy and unusual industrial traffic. Such commission shall determine the distribution of such expenditures after considering applications made to it therefor from the cities. The balance remaining in such appropriation after the withdrawal of said two hundred fifty thousand dollars ($250,000) shall be distributed to all of the cities. Each city shall receive such share of the balance as its population bears to the total population of the cities."

and

WHEREAS, the City of Toledo is an incorporated city of the State of Oregon, and has a population of 2318, as given by the latest official census, and

WHEREAS, the following streets of said city

RECEIVED
MAR 8 1954
ENGINEER
COUNTY & [illegible] RELATIONS

Form cc-50 (1953 Rev.)
Special City Allotment

North "A" Street between 1st Street North and West Highway No. 20

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual industrial traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare and resolve:

1. That the following named streets of said city, to wit:

North "A" Street between 1st Street North and West Highway No. 20

are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or heavy and unusual industrial traffic.

3. That the Oregon State Highway Commission hereby is respectfully

requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Toledo does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Mayor C. H. Bogert as the official representative of the city in all negotiations resulting from this request.

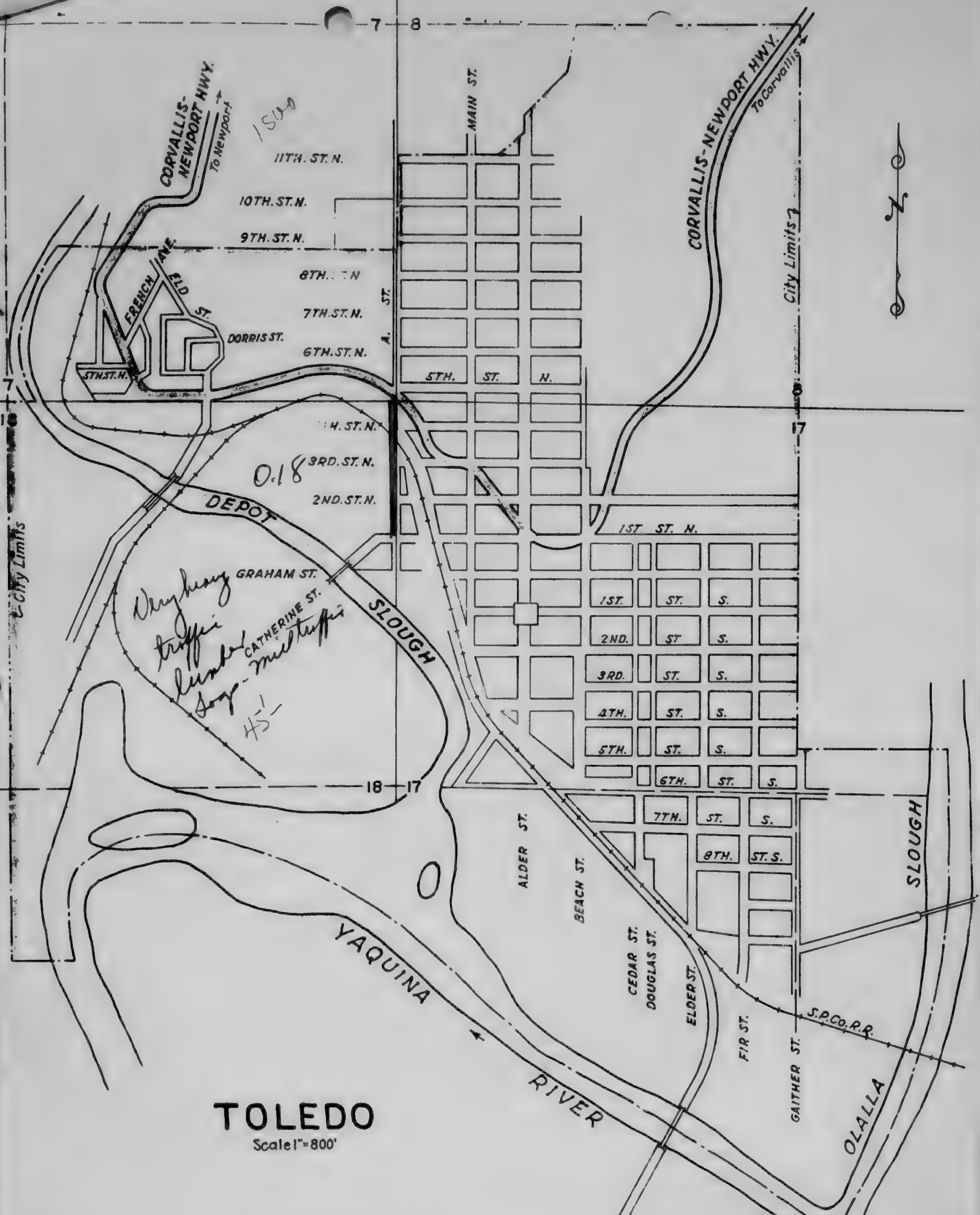
Passed and approved this 1st day of March, 1954.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Toledo at a regular or special meeting of said Council, held on the 1st day of March, 1954, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 4th day of March, 1954.

[illegible] Burgess
City Recorder


7
8
CORVALLIS-NEWPORT HWY.
To Newport
MAIN ST.
CORVALLIS-NEWPORT HWY.
To Corvallis
11TH. ST. N.
10TH. ST. N.
9TH. ST. N.
8TH. ST. N
7TH. ST. N.
6TH. ST. N.
5TH. ST. N.
4TH. ST. N.
3RD. ST. N.
2ND. ST. N.
1ST. ST. N.
FRENCH AVE.
ELD ST.
DORRIS ST.
5TH ST. N.
A. ST.
City Limits
7
18
8
17
DEPOT SLOUGH
GRAHAM ST.
CATHERINE ST.
City Limits
1ST. ST. S.
2ND. ST. S.
3RD. ST. S.
4TH. ST. S.
5TH. ST. S.
6TH. ST. S.
7TH. ST. S.
8TH. ST. S.
18
17
ALDER ST.
BEACH ST.
CEDAR ST.
DOUGLAS ST.
ELDER ST.
FIR ST.
GAITHER ST.
S.P.Co. R.R.
SLOUGH
OLALLA
YAQUINA RIVER
N

1500

0.18

Very heavy traffic lumber logs - mill traffic

45!

TOLEDO

Scale 1" = 800'

123-1058 Rome Maintenance Station Sec. 1955
of the I.O.N. & Crane-Scotts
#4443 Butte Hwy.

~~W. C. Williams~~ 12[illegible]

FINAL COST ANALYSIS

Rome-Maintenance Station Section
Contract No. 4443

August 3, 1956
I.O.N. & Crane-Scotts Butte Hwy.
Prefix 123-1058

N. A. Toole Const. Co. Contractor
Alvin Wallace, Resident Engineer

	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Prep. of Base	12	Miles	$ 200.00	$ 27.44	$ 329.26	$ 2,400.00
*Fum and Place Agg.	3,903	Cu.Yd.	3.60	3.48	13,565.05	14,050.80
*150-200 Asphalt	265.91	Tons	47.00	44.45	11,818.88	12,497.77
*RS 1 Asphalt	147.89	Tons	50.00	48.37	7,153.30	7,394.50
3/4"-½" Cr. Mat. in Stockpile	5,514.67	Cu.Yd.	2.50	2.045	11,277.50	13,786.68
½"-¼" Cr. Mat. in Stockpile	5,333.07	Cu.Yd.	2.50	2.045	10,906.13	13,332.68
¼"-10 Cr. Mat in Stockpile	2,543,47	Cu.Yd.	2.50	2.045	5,201.40	6,358.68
S.P. Haul Adj. Favor of State	3,706.1	Yd.Mile	0.10			- 370.61
					$ 60,251.52	$ 69,450.50

	Gross Revenue	Total Cost	Profit	% Profit
N. A. Toole Const. Co.	$ 40,913.43	$ 35,366.67	$ 5,546.76	13.4
* Babler Brothers	28,537.07	24,884.85	3,652.22	12.7
	$ 69,450.50	$ 60,251.52	$ 9,198.98	13.2

NOTED
W. C. WILLIAMS

Gross Revenue	$ 69,450.50
Total Cost	60,251.52
Net Profit	$ 9,198.98

Net Profit equals 13.2% of Gross Revenue

Contract No. 4443

DETAIL OF COST

N. A. Toole Construction Co.

Labor:		
Labor and Supervision	$ 10,934.44	$
Labor Insurance	768.40	$ 11,702.84
Equipment Rentals and Misc. Supplies:		
Equipment Rentals (Owned)	13,592.94	
Hired Trucks	3,308.46	
Gas, Oil and Grease	3,944.80	
Freight and Cartage	777.96	
Pl. and Pd. Insurance	170.00	
P.U.C. Fees	61.25	
Small Tools and Misc. Supplies	868.34	
Bond	245.43	
Home Office and General Overhead	694.65	23,663.83
TOTAL COST -----------		$ 35,366.67

Contract No. 4443

DETAIL OF COST

Babler Bros.

Labor:

Labor and Supervision	$ 3,343.13	
Labor Insurance	173.83	
Health and Welfare	106.00	
		$ 3,622.96

Materials:

150-200 Asphalt	265.91	Tons	at	$ 36.26 inc. Freight	9,641.00	
RSI Asphalt	147.89	Tons	"	39.77 inc. Freight	5,882.00	
						$ 15,523.00

Equipment Rentals and Misc. Supplies

Equipment Rentals (Owned)	2,843.20	
Hired Trucks	792.00	
Gas, Oil and Grease	890.50	
Small Tools and Misc. Supplies	113.75	
PL and PD Insurance	36.77	
Bond	105.57	
Home Office and General Overhead	957.10	
		$ 5,738.89

TOTAL COST------$ 24,884.85

Contract No. 4443

BREAKDOWN OF CRUSHING COST

	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up (2 Set Ups)	17,294	Cu.Yd.	$ 4,936.90	$ 0.285
Feed Crusher	17,294	Cu.Yd.	8,316.23	0.48
Crushing	17,294	Cu.Yd.	13,826.94	0.799
Haul to Stockpiles	17,294	Cu.Yd.	6,480.84	0.374
Stockpiling	17,294	Cu.Yd.	1,865.77	0.107
	17,294	Cu.Yd.	$ 35,426.68	$ 2.045

The crushing plant operated 388 hours for an average production of 44.5 Cu.Yds. per working hour.

Remarks:

This was a "State Project" calling for construction of 12.00 miles of oil mat wearing surface (Type 0-9) and furnishing approximately 12,500 cu.yds. of crushed material in stockpiles. This project was bid May 26, 1955. Work started July 27, 1955 and the project was completed October 19, 1955.

On July 27, 1955, the contractor started moving in a 3 crusher plant into the gravel pit located on the easterly side and adjacent to the I.O.N. Hwy. at Mile Point 75.4. From this pit part of the maintenance material and all of the material used on the oiling part of the project was produced. On September 10 the contractor moved the crushing plant into another gravel pit located on the southerly side and adjacent to the Crane-Scotts Butte Hwy. at Mile Point 67.7 where the rest of the maintenance rock was produced. The crushing plant was fed with TD 18 Cat and Dozer. Later the contractor bought a new TD 24 Cat which was used in feeding the plant. This helped to speed up production. Rejects ran about 50% from these two gravel pits. All crushed materials were hauled to the stockpiles in hired trucks.

On August 12, 1955 Babler Bros. (sub-contractor) moved in a complete oiling outfit and completed all oiling in 8 days. Babler Bros. sub. Items 1, 3 & 4 at bid prices and hauled and placed aggregate at 1.60 per yd.

Both the prime contractor and the sub-contractor, having good prices with good production, were able to realize a nice profit from this project.

R. D. Asburry
Chief Cost Analyst

By

K. T. Wechter

RECEIVED
FEB 10 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 6, 1956

(CONTRACT NO.) 4443

[illegible]
4443

(EST. NO.) 4-Final

(CONTRACTOR) N. A. Toole Construction Co.

(VOUCHER NO.) 1741

(WARRANT NO.) B-142367

(AMOUNT) $ 1,728.80

(DATE) 2/6/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Oct. 19, 1955

Completion Date: Oct. 19, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-9-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

[illegible] ON CARD

Warrant Mailed: FEB 9 1956
Ruth Rawlings

RECEIVED
JAN 20 1956
FOR FILING

[illegible]
4443

January 19, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4443 for work performed on the Rome-Maintenance Station Section of the I.O.N. and Crane-Scotts Butte Highways in Malheur County was completed by the contractor, N. A. Toole Construction Co., on October 19, 1955 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $1,728.80 will be released to the contractor on or after January 30, 1956. The total contract amount is $69,450.50 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

RECEIVED
JAN 6 1956
FOR FILING

4443

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 3, 1956

R. E. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from August 31 to October 19, 1955 within which to complete your contract No. 4443, covering the Rome-Maintenance Station Section of the I. O. N. and Crane-Scotts Butte Highways in Malheur County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parmon,
Division Engineer

Alvin Wallace
Resident Engineer

Forrest Cooper,
Construction Engineer

B

RECEIVED
NOV 29 1955
FOR FILING

123-1051
44-13

November 28, 1955

Request for extension of time
No. 10
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from R. A. Toole Construction Company for an extension of time on the Acme-Maintenance Station Section of the I.O.N. and Crane-Beetts Butte Highway, Contract No. 4443, from August 31, 1955 to October 19, 1955.

The contractor was plagued with breakdowns with his diesel engines powering the crushing units, and, due to the isolated area in which he was operating, was delayed in securing repairs and new power plants. He produced all the rock necessary for the 1955 requirements in adequate time, and the balance remaining was scheduled for use in 1956.

He completed this contract on October 19 without added cost or inconvenience to the State, and I therefore recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt   lg

RECEIVED
NOV 23 1955
FOR FILING

[illegible]
4.1.1

November 23, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to N. A. Toole Construction Co. in connection with contract No. 4443, covering the Rome-Maintenance Station Section on the I.O.N. and Crane-Scotts Butte Highways in Malheur County. This payment, in the amount of $6,747.47, will be released to the contractor on or after December 3, 1955. The retained percentage is $2,094.49.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gf

12-357

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1955

Section Rome-Maintenance Station

Kind of work Oiling and Rock Production

Highway I.O.N. and Crane-Scotts Butte

Section prefix 123-1058

Contractor N.A. Toole Construction Co.

Contract number 4443

Date of contract May 26, 1955

Date of completion August 31, 1955

Date work started July 27, 1955

Estimated date of completion October 19, 1955

Per cent of time elapsed 100 %

Project authorization . . . . $ 78,636.38

Exclusive of Engineering . . . . $ 73,044.46

Estimated cost of completed project, exclusive of engineering . . . . $ 70,000.00

Estimated per cent overrun or underrun . . . . Under 4.2 %

Per cent of contract completed, based on total contract price . . . . 97 %

Engineering authorization . . . . . . $ 5,591.92

Engineering cost to date $ 4,000.00, 72 %

Date project was completed October 19, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished shaping stockpiles Wednesday, October 19th.

Field crew of four men spent 3 days this week finishing measureing stockpiles.

Final report for this Project.

NOTED
FORREST COOPER

RECEIVED
OCT 2[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Alvin J. Wallace by J.H.

Address Burns, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				12.0	
Miles partially completed				12.0	
Miles completed				12.0	
Total estimated quantities (contract)			12,950	4,140 420	
Total quantities corrected to date			12,950	4,000 400	
Estimated quantities moved or placed to date			12,950	4,000 400	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			8		

Men 1-laborer

Supervision 1-foreman

Men and trucks under 3 tons 1-truck and driver

Men and trucks over 3 tons

Men and tractors 1-man and dozer

4 men dismantling plant in preparation for moving.

Equipment used during week: Shovels ...., Power graders ...., Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers 1, Compaction rollers ...., 1-truck ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair	None	
Tuesday	"	"	
Wednesday	"	"	
Thursday	"	"	
Friday	"	"	
Saturday			

RECEIVED
JUL 18 1955
FOR FILING

123-1058
4443

July 18, 1955

N. A. Toole Construction Co.
P. O. Box 637
Ontario, Oregon

Gentlemen:

We enclose herewith two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4443, for oiling and rock production on the Rome-Maintenance Station Section of the I.O.N. and Crane-Scotts Butte Highway in Malheur County, awarded May 26, 1955.

Contract No. 4458, for stone base and oiling on the Forest Boundary-Halfway Section of the Pine Creek Road in Baker County, awarded June 7, 1955.

Copies of these contracts are also being sent to the surety on your performance bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

B

RECEIVED
MAY 31 1955
FOR FILING

123-1058
4443

May 27, 1955

N. A. Toole Construction Co.
1211 S. W. 3rd Ave.
Ontario, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4443 for oiling Rome-Maintenance Station Section of the I.O.N. and Crane-Scotts Butte Highways in Malheur County.

This award was based on your bid of $69,899 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

24-1096 Hubbard Interchange-Hayesville Section. 1955

#4444

24-1296
4444

OREGON STATE HIGHWAY DEPARTMENT
(date)
September 18, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4444	6-Final	Electric Corporation	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
20100	H-161191	$ 3,408.60	9/18/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: **Oct. 31, 1955**

Time Extensions: **to Aug. 31, 1956**

Completion Date: **Aug. 31, 1956**

Date Accepted: **Sept. 27, 1956**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **10-3-56**

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: OCT 3 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
SEP 14 1956
FOR FILING
24-1696

4444

September 14, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Dear Sir:

State Highway Contract No. 4444 for illumination installation on the Hubbard Interchange-Hayesville Section of the Portland-Salem Expressway in Marion County was completed by the contractor, Electric Corporation, on August 31, 1956 but has not as yet been accepted by the Commission.

Final payment in the amount of $3,408.60 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $30,765.11 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

RECEIVED
JAN 6 1956
FOR FILING

4444

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 4, 1956

Electric Corporation
1270 Wilbur St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 31, 1955 to August 31, 1956 within which to complete your contract No. 4444 for illumination installation on the Hubbard Interchange-Hayesville Section of the Portland-Salem Expressway in Marion County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: J. D. Walker,
Division Engineer

L. L. Jensen,
Resident Engineer

[illegible] M. Stephenson,
Bridge Engineer

RECEIVED
DEC 5 - 1955

FOR FILING

December 2, 1955

Request for extension of time
No. 17
December 19 and 20 meeting.

Oregon State Highway Commission

Gentlemen:

Re: Hubbard Interchange-Hayesville
Section Illumination Installation
Contract No. 4444

Electric Corporation, contractor on the illumination installation on the Hubbard Interchange-Hayesville Section of the Portland-Salem Expressway, has requested an extension of time from October 31, 1955, to August 31, 1956, in which to complete the contract.

All work has been completed on this contract with the exception of the seven light poles on the west lane of the highway at the Woodburn Interchange. The contractor has been ordered not to do any work at this location until the road has been graded and paved next summer.

As the contractor is not responsible for this delay, it is recommended that this extension be granted without penalty. This is a State project and does not require the concurrence of the Bureau of Public Roads.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

PHB/dp
Attached

RECEIVED
JUN 24 1955
FOR FILING

24-1096
4444

June 24, 1955

Electric Corporation
1270 Wilber St.
Salem, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4444, which was awarded to you on May 26, 1955 by the State Highway Commission, covering illumination installation on the Hubbard Interchange-Hayesville Section of the Portland-Salem Expressway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

3

RECEIVED
MAY 31 1955
FOR FILING

24 1096
4444

May 27, 1955

Electric Corp.
1270 Wilber Street
Salem, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. ~~4444 for~~ illumination installations on the Hubbard Interchange-Hayesville Section on the Portland-Salem Expressway in Marion County.

This award was based on your bid of $29,180 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

126-1054 Killingsworth Street-Sandy 1955
Boulevard Sec. of the Cascade
#4445 Hwy.

1

126 - 1054
4445

OREGON STATE HIGHWAY DEPARTMENT
(date)
August 17, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4445	6-Final	Parker-Schram Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
17484	H-158600	$ 3,020.32	8/17/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Sept. 30, 1955

Time Extensions: to April 19, 1956

Completion Date: April 19, 1956

Date Accepted: June 4, 1956

Penalties: None of r eccrd

Claims: None of record

Remarks:

Date: 8-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H B Glaisyer
H. B. Glaisyer
Secretary

NOTED ON CARD

Warrant Mailed: AUG 21 1956

Ruth Rawlings

RECEIVED
AUG 6 1956
FOR FILING
126-1054

44115

August 3, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
6th Floor Mills Tower
San Francisco 4, California

Gentlemen:

State Highway Contract No. 4445 for work performed on the Killingsworth St.-Sandy Blvd. Section of the Cascade Highway in Multnomah County was completed by the contractor, Parker-Schram Co., on April 19, 1956, and was formally accepted by the Highway Commission on June 4, 1956.

Final payment in the amount of $3,020.32 will be released to the contractor on or after August 13, 1956. The total contract amount is $87,030.36, and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

HOG:pp

cc: Amerata & Schram
440 Mead Building
Portland 4, Oregon

NOTED ON CARD

A

Form E-1—1096—1-36

126-1054

OR[illegible]ON STATE HIGHWAY DEPARTME[illegible]

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 23, 1956

Section Killingsworth St.-Sandy Blvd.

Highway Cascade

Contractor Parker-Schram Company

Date of contract May 26, 1955

Date work started July 18, 1955

Project authorization $ 105,455.95

Exclusive of Engineering $ 97,956.84

Kind of work Grading & Paving

Section prefix 126-1054

Contract number 4445

Date of completion May 1, 1956

Estimated date of completion May 1, 1956

Per cent of time elapsed 287.19 %

Estimated cost of completed project, exclusive of engineering $ 89,986.92

Estimated per cent overrun or underrun 10.59 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 7,499.09

Engineering cost to date $10,110.01, 134.82 %

Date project was completed May 1, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Received P.A. #7 June 23, 1956, Semi-Final should be completed next week.

NOTED
W. C. WILLIAMS

NOTED
FORREST COOPER

NOTED
L. H. Young

NOTED
[illegible] WOLFE

RECEIVED
JUN [illegible] 1956
OFFICE OF
CONST[illegible]

Signed James W Cockell

Address P.O. Box 4699, Sellwood Station

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 98073

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.71	0.71			0.71
Miles partially completed					
Miles completed	0.71	0.71			0.71
Total estimated quantities (contract)	8,400	10,000			5,200
Total quantities corrected to date	7,022.1	10,064			4,850.34
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Rain		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Cloudy		
Saturday	Fair		

RECEIVED
JUN 14 1956
FOR FILING

[illegible]

4445

June 14, 1956

Parker-Schram Company
Room 200
Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on June 4 had under discussion your request for an extension of time from September 30, 1955 to July 15, 1956 within which to complete your contract No. 4445, covering the Killingsworth St.-Sandy Blvd. Section of the Cascade Highway in Multnomah County.

We are pleased to inform you that the Highway Commission granted your request to April 19, 1956, the actual date of the completion of the contract. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. O. Skelton,
Division Engineer

James W. Cochell,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
JUN 14 1956
FOR FILING

[illegible]

4445

June 13, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Parker-Schram Company a portion of the funds heretofore retained by the Commission on contract No. 4445, covering the Killingsworth St.-Sandy Blvd. Section of the Cascade Highway in Multnomah County.

This payment, in the amount of $3,426.29, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,598.25. The present payment will be released on or after June 23, 1956.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAY 1 - 1956
FOR FILING

126-1054
"445

F

May 1, 1956

Oregon State Highway Commission

Request for extension of time
No. 1
June 4 and 5 meeting

Gentlemen:

Herewith a request from Parker-Schram Company for an extension of time on the Killingsworth Street-Sandy Boulevard Contract No. 4445, from September 30, 1955 to July 15, 1956.

All paving on this project was completed last fall, but there were numerous drainage items which could not be completed because of the extremely wet fall. This project was actually completed on April 19th of this year, and since we suffered no additional expense or inconvenience, I recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Forrest Cooper

EAP:of fn

RECEIVED
APR 18 1956
FOR FILING

FORM E-20X—20M—11-55—20228

[illegible]
4-[illegible]

6473

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 6, 1956

SUBJECT: Mont Brae Mutual Water Co. Claim

To:

Mr. A. G. Skelton
Division Engineer
State Highway Department
Box 4699-Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Reference is made to your letter of March 20 and Mr. Coshell's letter of March 8 with which was submitted to this office a copy of the claim and a bill from the Mont Brae Mutual Water Company by Mr. Edward J. Hachett, Secretary-Treasurer.

This matter was referred to our Legal Department and it is their opinion that in the absence of a permit, also due to the fact that the water company did not give us notice as to the existance of any mains that might be encountered during construction, we do not have any liability. Therefore this claim for $100 for the cleaning of the pipes and meters is rejected. Will you please see that Mr. Hachett is notified to this effect.

I am attaching hereto copy of Mr. Enfield's recommendation to Mr. Williams regarding this matter.

L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:ep

Attach.

cc - Mr. W. C. Williams
Mr. C. W. Enfield

RECEIVED
6 1956
OFFICE OF
[illegible] ENGINEER

ASSIGNMENT

Date: April 5, 1956 No. 6473 By wcw

Description: File (6) covering Montbrae Water District claim on the Killingsworth-Sandy Blvd. Section of the Cascade Highway

✓

Acknowledged by_____ Referred to Cooper

- ☐ Investigate and report with recommendation
- ☒ Such action as necessary and report
- ☐ Comment or recommendation
- ☐ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr.________
- ☐ Contact correspondent and report

Remarks: Shelton should advise Water Company.
WCW

PLEASE RETURN TO
W. C. WILLIAMS

Executed 4-9-56 Report Received________
me

PLEASE RETURN TO
W. C. WILLIAMS

HIGHWAY DEPARTMENT
TMENT CORRESPONDENCE

W. C. WILLIAMS

lem Office
pril 3, 1956

SUBJECT: Killingsworth-Sandy Blvd. Sec.
Cascade Highway
Montbrae Water District Claim

ou file covering what is designated as
m on the Killingsworth-Sandy Blvd. Sec-
roughout the correspondence, reference
believe that this is in error as the
.00 reimbursement is signed for the
what this organization is is not clear
eport of the State Treasurer and the
ies Commissioner, covering utilities re-
led to show that it is either a domestic
les' utility district, or a district
Public Utilities Commissioner.

rrespondence that no permit of any nature
al Water Co.; that there is no record as
to how the water mains were laid; and that no notice was given by the water company to the contractor, or anyone in this Department, as to the existence of any mains which might be encountered during the highway construction. I assume that the officials of the water company must have known the location of the water mains and that there might be some interference therewith, so as to justify the opinion that notice of the existing mains should have been given.

Based upon the information before me, I can find no facts on which to base an affirmative opinion that the Highway Commission is liable, and, therefore, recommend that the claim for $100.00 for the clearing of the pipes and meters be rejected.

There could have been some question as to whether, or not, the contractor was basically obligated to restore the water facilities when damaged, but assuming that this was done in good faith and with the knowledge of the engineer on the job, Paragraph 2 of Section 1.7.15 of the standard specifications for highway construction, dated May 1, 1954, clearly obligated the Highway Commission to reimburse the contractor by reason of the fact that the contractor was not notified of the existence of the facilities. Again I am assuming that the water main was within the neat lines of excavation.

Very truly yours,

CWEnfield
C. W. ENFIELD
Chief Counsel

RECEIVED
APR 1956
OFFICE OF
STATE HIGHWAY ENGINEER

ENCL.

PLEASE RETURN TO
W. C. WILLIAMS

FORM 230—12½M—9-53—88209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

[illegible]
W. C. WILLIAMS

Salem Office
April 3, 1956

SUBJECT: Killingsworth-Sandy Blvd. Sec.
Cascade Highway
Montbrae Water District Claim

To: Mr. W. C. Williams
Deputy State Highway Engineer
Office

Herewith I return to you file covering what is designated as ~~the~~ Montbrae Water District claim on the Killingsworth-Sandy Blvd. Section of the Cascade Highway. Throughout the correspondence, reference is made to the "District", but I believe that this is in error as the letter making the claim for $100.00 reimbursement is signed for the Mont Brae Mutual Water Co. Just what this organization is is not clear for an examination of the last report of the State Treasurer and the last report of the Public Utilities Commissioner, covering utilities reporting to the Commissioner, failed to show that it is either a domestic water supply corporation, a peoples' utility district, or a district which has to make reports to the Public Utilities Commissioner.

It appears from the correspondence that no permit of any nature was issued to the Mont Brae Mutual Water Co.; that there is no record as to how the water mains were laid; and that no notice was given by the water company to the contractor, or anyone in this Department, as to the existence of any mains which might be encountered during the highway construction. I assume that the officials of the water company must have known the location of the water mains and that there might be some interference therewith, so as to justify the opinion that notice of the existing mains should have been given.

Based upon the information before me, I can find no facts on which to base an affirmative opinion that the Highway Commission is liable, and, therefore, recommend that the claim for $100.00 for the clearing of the pipes and meters be rejected.

There could have been some question as to whether, or not, the contractor was basically obligated to restore the water facilities when damaged, but assuming that this was done in good faith and with the knowledge of the engineer on the job, Paragraph 2 of Section 1.7.15 of the standard specifications for highway construction, dated May 1, 1954, clearly obligated the Highway Commission to reimburse the contractor by reason of the fact that the contractor was not notified of the existence of the facilities. Again I am assuming that the water main was within the neat lines of excavation.

RECEIVED
APR 4 1956
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

CWEnfield

C. W. ENFIELD
Chief Counsel

ENCL.

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
LEGAL DEPT.

Salem, Oregon
March 21, 1956

SUBJECT: Killingsworth-Sandy Blvd.
Cascade Highway
Montbrae Water District Claim

To:

Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

I am forwarding herewith claim made for the Montbrae Water District by Edward J. Hachett, Secretary-Treasurer. The claim is based on the fact that the contractor broke their water line during the course of construction on the subject named section. This break was repaired by the contractor and paid for by ourselves.

It was subsequently found that after this break the water pressure in their lines dropped. This pressure drop, upon being investigated, was found to be caused by sediment, silt and gravel in their pipes. Contract Plumbers were hired to investigate and clean the main and six meters for a total expense to the water district of $100.00. I set down the following facts pertinent to this matter:

1. The pipes of the Montbrae Water District occupy public right of way and are not covered by a permit.
2. The Water District did not make known to our engineer the location of their line so that we could exercise more caution.
3. Undoubtedly part of the mud and gravel plugging the line is the result of years of accumulation. It is reasonable to assume that we are not responsible for more than 50% of this material.

In view of the above I recommend that this matter be referred to our Legal Department to find out if we are legally obligated and, if so, they be authorized to make settlement.

L. H. Young
L. H. Young
Assistant Construction Engineer

RECEIVED
MAR 22 1956
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:ep

FORM E-30X—37,500—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 20th, 1956

Montbrae Water Dist. Claim
SUBJECT: Killingsworth-Sandy Blvd.
Prefix 126-1054

To: Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Herewith attached is a claim from the Montbrae Water Districk in the amount of $100.00 to cover the cost of cleaning six water meters and a water main along 82nd Avenue. Also enclosed is a letter from Mr. James Cochell, Resident Engineer, giving details of this incidence.

As stated in Mr. Cochell's letter, there is apparently no permit either with the state or Multnomah County, and apparently this line was placed when no permits were issued by the county.

It is our feeling that the Montbrae Water District were somewhat lax in not making known their lines to us when consturction started, and that the required cleaning was in part a result of the old pipe lines having an accumulation of many years in them, which perhaps was disturbed by the closing off of water pressure. The actual repairs to the break in the pipe were made by the contractor and reimbursed by us.

It is our feeling that the cleaning of mud and gravel from the main pipes could possibly be a result of the breakage, but that the water district has definitely some responsibility for this cleaning. It is recommended that our participation in this bill be approved for not to exceed 50%. This claim is submitted for further instructions.

A E Johnson

A. E. JOHNSON
Assistant Division Engineer

AEJ:w
Encl.
cc: James Cochell

FORM E-30X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

~~Portland, Oregon~~
~~March 8th, 1956~~

SUBJECT: Montbrae Water District Claim

To:
A. G. Skelton
Division Engineer

Attn: A. E. Johnson

On September 6, 1955 Parker-Schram Company hit a water main while excavating on the west side of 82nd Avenue 27.5 feet right of Engineer's Station 25+30. It was not known by the contractor or the State Highway Department that this main existed. This break in the main was repaired at no expense to the water district.

I talked to Mr. Saylor on September 12, 1955 in regard to this break. He complained that pressure to the houses had been reduced as a result of the damage. The reason given for the reduction of pressure was that rocks and dirt was let into the main during the repairs, resulting in the clogging of the meters and the main.

I made an investigation and found that there is no permit with the State or Multnomah County for this line to be on the right of way. If this pipe line had been under permit, the locations of same would have been known, and the break could have been avoided.

It is my feeling that during the years of service that the mud and gravel referred to in Mr. Hackett's letter, had accumulated in the pipe, and when hit with the equipment was broken loose. I suggested to Mr. Hackett that perhaps all, or at least part, of the cleaning bill could be charged off to regular maintenance, but if the district felt that the State or contractor was directly responsible, he was welcome to submit a claim for consideration.

James W. Cochell
JAMES W. COCHELL
Resident Engineer

JWC:w

2-21-56

Oregon State Highway Dept.
Mr. H. E. Skelton, Engineer

NOTED
A E JOHNSON

Dear Sir.

On Sept. 6, '55, the firm of Parker-Schramm, while constructing new road-bed, tore up and broke open our water main. (Mont Brae Mutual Water Co.). This line is located on the west side of N.E. 82nd Ave., between the two streets; Prescott and Going. Damages were incurred when men were excavating with heavy equip-ment.

The pipes were torn up during the process and temporary repairs made by the crew. It was discovered later, that the water pressure was almost down to nothing.

We then called in Contract Plumbing, who cleaned the pipes and adjoining meters. It was found that our water system at that point contained mud and gravel.

We do not feel that we should write this off as normal wear and main-

RECEIVE
UU OCT 4 19
FOR F

Insurance as you suggested previously. We find that this incident occurred because of failure to locate our water mains. It is our understanding that the Oregon State Highway Dep't. is responsible for this and so we submit this claim. We herewith enclose our bill from Contract Plumbing for 100^{00}.

Yours respectfully,
for the Mont Brae Mutual
Water Co.,

Edward J Hackett
Sec. Treas.
8035 N.E. Prescott
Portland 13, Oregon

RECEIVED
FEB 23 1956
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
OCT 4 195
FOR FI

SOLD BY R.W.H. DATE 9-15- 1955

NAME Montbrae Water Dist

ADDRESS c/o 8035 NE Prescott.

REG. NO.	AMT. RECD.	ACCT. FWD.
	Charge	

Clean 6 Meters — 12 hr
@ 5.00 hr
3
Clean Main Line on
NE 5 82nd Ave 8 hr
@ 5.00 hr
7
8 20 hr — 100.00
9
10
11
12
13
14 45 100.00

5B2 Rediform

RECEIVED
OCT 4 1955
FOR FILING

FORM 830—50M—2-55—82986

6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

In a recent discussion of the completion dates of various projects Mr. Baldock specifically requested that a further check be made on two jobs, namely Parker-Schram's job on 82nd Avenue northerly from Sandy and the Rock Creek-Damascus Section.

In this connection I hand you copy of a report submitted by A. G. Skelton which probably is of little value as the weather has taken a decided change since it was written; however, I hand it to you for what it may be worth.

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

FORM E-30X—37,500—2-55—62987

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 12th, 1955

SUBJECT:

To: Mr. Forrest Cooper
Ass't. Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Reference is made to your recent request that a special report be submitted concerning the status of the paving on the Killingsworth Street-Sandy Boulevard Project on the Cascade Highway, and the Rock Creek-Damascus Project on the Clackamas-Boring County Road. You asked for this report by the end of this week to determine the possibility of completing the pavement this season.

I am enclosing herewith copy of report submitted this date by James W. Cochell and James Don. From Cochell's report it appears that Parker-Schram will not start paving before September 19th at the earliest, and will more probably be around the 20th or 21st. They are paving on the Barbur Boulevard Junction Unit now, and expect to complete paving on this project by the first of next week at the latest. It is presumed this crew would go from there to the Killingsworth Street-Sandy Boulevard Project. It appears that the hold up, if any, would probably come from the curb crew, and it seems questionable that they could complete their curbs and catch basins early enough to keep out of the paving crew's way. It would not appear likely that the paving on this job could be completed by the first of October, however it should be possible to complete the paving certainly well before the middle of October. It seems that it should at least be possible to get both the base and top over the old pavement on the widened section to the west. This should let us get the base at least of the widened section to the east.

On the Rock Creek-Damascus Section it appears likely that all of the base lift of pavement should be in place by October 1st. This would mean the widening of the old pavement and our line changes. It is possible that some of the top lift would be in place by this time, and it probably would be possible to finish the top by about the 15th of October, if this is permitted.

Yours very truly,

A. G. SKELTON
Division Engineer

NOTED
FORREST COOPER

AGS:w
Encl.
cc: James W. Cochell
James Don

B

RECEIVED
JUN 29 1955
FOR FILING

1-6-1054
4445

June 29, 1955

Parker-Schram Co.
Room 200
Builders Exchange Bldg.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4445, which was awarded to you by the State Highway Commission on May 26, covering the Killingsworth St.-Sandy Blvd. Section of the Cascade Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

B

RECEIVED
MAY 31 1955
FOR FILING

126-1054
4445

May 27, 1955

Parker-Schram Company
200 Builders Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4445 for grade widening and paving Killingsworth Street-Sandy Boulevard Section of the Cascade Highway (N. E. 82nd Ave.) in Multnomah County.

This award was based on your bid of $93,338.60 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

31-1033 Glover Overcrossing-Orodell 1955
Overcrossing Approaches on the
#4446 Old Oregon Trail Hwy.

RECEIVED
FEB 21 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
February 20, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
4446	6-Final	LaGrande Concrete Pipe Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
2659	B-113486	$ 500.00	2/20/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: July 15, 1955

Time Extensions: to Oct. 5, 1955

Completion Date: Oct. 5, 1955

Date Accepted: Nov. 3, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 2-21-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: FEB 21 1956
Ruth Rawlings

NOTED ON CARD
gl

RECEIVED
JAN 24 1956
FOR FILING

January 24, 1956

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

State Highway Contract No. 4445 for work performed on the Glover Overcrossing-Ora Dell Overcrossing Structure Approaches on the Old Oregon Trail in Union County, was completed by the contractor, La Grande Concrete Pipe Company, on October 5, 1955 and was formally accepted by the Highway Commission on November 3, 1955.

Final payment in the amount of $500.00 will be released to the contractor on or after February 3, 1956. The total contract amount is $15,479.97 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
DEC 6 - 1955
FOR FILING

21-11 33
4446

December 5, 1955

CERTIFIED MAIL

General Casualty Company of America
Portland Service Office
209 S. W. Fourth Ave.
Portland 4, Oregon

Attention: Mr. G. H. Burnett

Gentlemen:

The State Highway Commission is prepared to release se semi-final payment to La Grande Concrete Pipe Co. on contract No. 4446, for work performed on the Glover Overcrossing-Ora Dell Overcrossing Section of the Old Oregon Trail in Union County.

This payment, in the amount of $812.05, will be released to the contractor on or after December 15, 1955. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

FORM E-120 50M REVISED 5-55

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
Coos Bay
CHAS. H. REYNOLDS, MEMBER
La Grande
M. K. McIVER, MEMBER
Portland
H. B. GLAISYER
Secretary

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
State Highway Engineer
W. C. WILLIAMS
1st Asst. State Hwy. Engr.
W. W. STIFFLER
2nd Asst. State Hwy. Engr.
C. W. ENFIELD
Chief Counsel

RECEIVED
NOV 23 1955
FOR FILING

4441

November 21, 1955

La Grande Concrete Pipe Co.
Box 255
La Grande, Oregon

Gentlemen:

The State Highway Commission, at its meeting held on November 3, had under discussion your request for an extension of time from July 15, 1955 to October 5, 1955 within which to complete your contract No. 4446. covering the Clover Overcrossing-Cra Well Overcrossing Section of the Old Oregon Trail in Union County

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. [illegible],
Division Engineer

John C. Hiatt,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
OCT 20 1955
FOR FILING

3-[illegible]-23
4446

October 19, 1955

Request for extension of time
No. 22
November 3 and 4 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from the La Grande Concrete Pipe Company for an extension of time on the Glover Overcrossing-Oro Dell Overcrossing project on the Old Oregon Trail Highway, Contract No. 4446, from July 15, 1955 to October 5, 1955.

Bad weather in the early part of the contract time slowed up the excavation work and extremely hot weather in the latter part would not allow the contractor to do his final cleaning and burning.

While there was some inconvenience to the traveling public, there was no added expense, and I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

EAP:dt lg

31-1033

Form E-1-Rev 6-55—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

FINAL
No. 17

For Week Ending Oct. 8, 1955

Section	Glover Overcrossing – Oro Dell Overcrossing	Kind of work	Grading & Stone Base
Highway	Old Oregon Trail	Section prefix	31-1033
Contractor	La Grande Concrete Pipe Co.	Contract number	4446
Date of contract	May 26, 1955	Date of completion	July 15, 1955
Date work started	June 7, 1955	Estimated date of completion	Complete, 19
Project authorization	$27,415.13	Per cent of time elapsed	260%
Exclusive of Engineering	$25,465.61		

Estimated cost of completed project, exclusive of engineering . . . $23,527.36

Estimated per cent overrun or underrun . . . 7.1%

Per cent of contract completed, based on total contract price . . . 100%

Engineering authorization . . . $1,949.52

Engineering cost to date $1,850.00, 95%

Date project was completed October 5, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Clean-up of wast dumps was completed on the 5th.

This completes the job.

NOTED
G SMITH

RECEIVED
OCT 14 1955
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
L. H. Young

Signed J. C. Hutt

Address La Grande Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 86385

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4 units	4 units			
Miles partially completed					
Miles completed	4 units	4 units			
Total estimated quantities (contract)	11,000 CY	2,050 CY			
Total quantities corrected to date	11,014	1,596			
Estimated quantities moved or placed to date	11,014	1,596			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders 1, Rollers............, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair - cool		
Monday	Overcast +67°		
Tuesday	Rain		
Wednesday	Part cloudy		
Thursday	Fair - windy		
Friday	Part cloudy		
Saturday			

RECEIVED
SEP 7 1955
FOR FILING

[illegible]
FORM E-30X—50,000—10-54—7814
4445

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1955

SUBJECT:

To: Mr. W. O. Widdows
Sign Engineer
Department

Dear Sir:

The Construction Department informs me that the completion of the project of widening the approaches to four structures between Pendleton and LaGrande will not be completed until approximately September 20. This project was initiated to permit the use of 40 foot busses, which are now operating under temporary permits and 40 foot semitrailers over the entire route of US 30, and, of course, the industry is very desirous of being able to utilize this route at the earliest date possible.

Therefore, I would appreciate your advising your traffic line foreman in the Eastern Oregon area to keep in close touch with the Division Office in order that these approaches may be restriped as soon as the pavement widening is completed as we will have to make additional test runs before we can issue permits for the operation of the longer vehicles.

Very truly yours,

R. B. Sipprell
R. B. Sipprell
Director of Permits

RBS:cw
cc - W. W. Stiffler
A. F. Parson

RECEIVED
[illegible]
ENGINEER

NOTED
W. W. STIFFLER

RECEIVED
JUL 27 1955
FOR FILING

FORM 530—50M—10-54—79485

4446

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
July 25, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Salem, Oregon

Dear Mr. Williams:

Herewith a letter from Bell Dell Kline, contractor on the curve widening jobs on Highway 30, west of La Grande.

This letter is to show Mr. Kline's intention of completing this work before the 1st. of Sept.

This is in compliance with Mr. Baldock's request when he was up here with the Highway Commission.

Very truly yours,

A F Parson

A. F. Parson
Division Engineer

AFP:fs
cc: H. G. Smith

7/25

Kline informed me this A.M. that he was getting on another shovel, which will make 2 shovels on job.

AFP

RECEIVED
JUL 26 1955
OREGON
STATE HIGHWAY COMMISSION

LA GRANDE CONCRETE PIPE COMPANY

IRRIGATION PIPE - DRAIN PIPE - SEWER PIPE - CULVERT PIPE - SAND and GRAVEL

PHONE 1201
FACTORY: ISLAND CITY, OREGON
P. O. BOX 255
LA GRANDE, OREGON

July 18, 1955

Oregon State Highway Dept.
La Grande, Ore.

Att'n Mr. Parsons

Gentlemen:

Reference our recent conversation concerning our contract No. 4446 covering the Glover Overcrossing-Oro Dell Overcrossing. I wish to advise that we will be finished before Sept. 1st.

The Borrow Excavation at Glover, which has been slower than anticipated due to larger quantities of material to move, is to be finished either Wednesday or Thursday of this week. With the new digging equipment now on the job, the rest of the excavations should move along at a very rapid rate. We have enough trucks lined up to place the base rock and 3/40-0 material very speedily.

Very truly yours,

DWKline
D.W.Kline, Pres.
LA GRANDE CONCRETE PIPE CO.

B

RECEIVED
JUN 29 1955
FOR FILING

21-1[illegible]
4446

June 29, 1955

La Grande Concrete Pipe Co.
Box 255
La Grande, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4446 awarded to you by the State Highway Commission on May 26, covering the Glover Overcrossing-Oro Fell Overcrossing Section of the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

B

RECEIVED
MAY 27 1955
FOR FILING

31-1033
4446

May 27, 1955

La Grande Concrete Pipe Co.
Island City, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4446 for grading and stone base on the Glover Overcrossing-Orodell Overcrossing Approaches on the Old Oregon Trail Highway northwest of La Grande in Union County.

This award was based on your bid of $17,494 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

[illegible]

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

132-1020 Wallowa Lake Lodge-Power 1955
house Section of the Joseph-
#4447 Wallowa Lake Hwy.

RECEIVED
MAR 12 1956
FOR FILING

[illegible]
4447

March 9, 1956

US Fidelity & Guaranty Company
306 Central Building
Seattle 4
Washington

ATTENTION: F. J. Dents

Dear Sir:

The final contract price on contract #4492, awarded to Morrison & Lamping, is $27,880.75. The final contract price on contract #4447, awarded to the same contractor, is $58,505.05.

These are the same amounts given to you previously.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAG:dc

UNITED STATES FIDELITY AND GUARANTY COMPANY
SEATTLE CLAIM OFFICE
306 CENTRAL BUILDING, SEATTLE 4, WASH.

ALBERT O. PRINCE
SUPERINTENDENT

TELEPHONE
MAIN 9104

March 5th, 1956.

The Oregon State Highway Department,
Salem, Oregon.

Attention : H. B. Glaisyer, Secretary.

Re : 53 S 624 - 53 S 625
MORRISON & LAMPING - STATE OF OREGON.

Gentlemen:

With respect to State Contract No.4447, you advised this Office on December 27, 1955 that the total Contract price of this project was $58,505.05.

With respect to State Highway Contract No.4492, you advised this Office on January 19th, 1956 that the total Contract price was $27,880.75.

We assume that the aforementioned figures are the final Contract prices for the referred to Contracts. For statistical purposes, however, we need to confirm these facts with you and accordingly ask that you please advise whether or not our assumptions are correct, and, if not, indicate to us what the final Contract prices are.

Thanking you in advance for this courtesy, we remain

Very truly yours,

E. J. Dentz

E.J.DENTZ.

EJL:jp.

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

RECEIVED
MAR 9 1956
OREGON
STATE HIGHWAY COMMISSION

ECEIVED
MAR 9 - 1956
FOR FILING

COPY FOR MR. W. C. Williams
H. B. Glaisyer, Secretary

March 8, 1956

NOTED
W. C. WILLIAMS

Fidelity & Casualty Company of N.Y.
80 Maiden Lane
New York 8, N. Y.

Gentlemen:

Attached are copies of claims which have been filed with the Secretary of State by various parties against P. A. Shoat Company for labor and materials furnished in connection with work performed for the State of Oregon and Multnomah County.

The Shoat Company performed work on State Highway contract #4410 for oiling in Division 2, and on contract #4489 for paving in the City of Gladstone.

We do not know what portion of these claims are applicable to work performed for Multnomah County. The following claims are attached:

1. Walter Reick for labor in the sum of $2,353.88 and materials in the sum of $282.01, your file No. 3550.
2. Reddaway's Truck Line, Inc., for labor and materials in the sum of $277.06, your file No. 3549.
3. E & H Welding & Machine Works, for labor and materials in the sum of $183.19, your file No. 3551.
4. Krueger Lumber Yard for materials in the sum of $24.50, your file No. 3554.
5. Best Auto Spring Company for materials in the sum of $27.26, your file No. 3553.
6. Asbar Electric for materials and labor in the sum of $126.25, your file No. 3552.

We provide this information as your Company appears as surety on the performance bonds furnished with these two contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
cc: Pallett, Fisher & Carlo, Inc.
cc: P. A. Shoat Company

RECEIVED
FEB 17 1956
FOR FILING

[illegible]
4447

February 16, 1956

United States Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4, Oregon

ATTENTION: George H. Hayes

Dear Sir:

We have today received a letter from J. F. Konen Construction Company in which they write that their claims against Morrison & Lamping have been settled in full on contracts #4447 for work on the Wallowa Lake Lodge-Power House Section, and on #4492 for paving Depot Street in Enterprise.

These claims were listed with us in respective amounts of $10,097.25 and $5,096.23.

This information is furnished as your Company appears as surety on the performance bond furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc

cc: Morrison & Lamping
P.O.Box 557
Milton-Freewater
Oregon

NOTED ON CARD

RECEIVED
FEB 17 1956
FOR FILING

[illegible]
4447

Lewis

February 16, 1956

J. F. Konen Construction Company
1408 Eleventh Street
Lewiston, Idaho

ATTENTION: Donald J. Konen

Dear Sir:

Thank you for your letter of February 14 advising that you have received settlement in full from Morrison & Lamping on your claims against our contract Nos. 4447, 4472, and 4492.

We will advise the surety and the contractor that your claims are released.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ds

NOTED ON CARD

..., PHONE 1726
... KONEN, PHONE 2748-M

J. F. KONEN CONSTRUCTION CO.

GENERAL CONTRACTOR
1408 ELEVENTH STREET
LEWISTON :: IDAHO

February 14, 1956

Oregon State Highway Commission
Salem, Oregon

Attn. Mr. H.B. Glaisyer

Dear Sir:

This is to advise you that we have today effected settlement in full with Morrison & Lamping of Walla Walla for the following Oregon State Highway Contracts:

Contract No. 4447 ✓	Wallowa Lake
Contract No. 4472	Little Sheep Creek
Contract No. 4492	City of Enterprise

Please be advised that we hereby release Morrison & Lamping from any claims resulting from our work for them.

Yours very truly,

J.F. Konen Construction Company

By: Donald J. Konen
Donald J. Konen

RECEIVED
FEB 15 1956
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO [illegible]
BY SECRETARY

[illegible]

[illegible] ON CARD
gl

RECEIVED
JAN 23 1956
FOR FILING

Files

132-160
4447

J. F. KONEN, PHONE
D. J. KONEN, PHONE

J. F. KONEN CONSTRUCTION CO.

GENERAL CONTRACTOR
1408 ELEVENTH STREET
LEWISTON :: IDAHO

January 18, 1956

REFERRED TO
BY SECRETARY
record on cards

Oregon State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

In reply to your letter dated January 18th, we have not received payment from Morrison & Llamping for furnishing crushed aggregate for your contract No. 4447.

The amounts due us from Morrison & Lamping are as follows:

Contract No. 4447		
Amount of Contract	23,244.10	
Equipment Rentals	731.50	
Total	23,975.60	
Less Amounts paid	17,500.00	
		$6,475.60
Contract No. 4472		
Amount of Contract		$1,746.52
Contract No. 4492		
Amount of Contract		$5,037.23
Total due from Morrison & Lamping		$13,259.35

NOTED
H. B. GLAISYER

We have received no payments from Morrison & Lamping since November 3, 1955. However, as there is but very little in dispute on these contracts, we hope to effect a settlement within the next few days.

Sincerely,

J. F. KONEN CONSTRUCTION CO., INC.

By Donald J. Konen
Donald J. Konen, Vice-President

DJK:ds

cc: Morrison & Lamping
cc: D & M Paving Company

NOTED ON CARD

RECEIVED
JAN 20 1956
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1956
FOR FILING

132-[illegible]
4447

January 18, 1956

J. F. Konen Construction Co.
1408 Eleventh St.
Lewiston, Idaho

Gentlemen:

Will you please advise as to whether or not your claim for furnishing crushed aggregates on contract No. 4447, covering the Wallowa Lake Lodge-Power House Section of Joseph-Wallowa Lake Highway in Wallowa County, has been settled.

We are now preparedto release the final payment to Morrison & Lamping in connection with this contract. An early reply will be appreciated.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD
gl

RECEIVED
JAN 19 1956
FOR FILING

133-1-30
4447

January 18,1956

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms
Manager

Gentlemen:

We received a letter on January 11, 1956 from Daggett Logging Company advising that Morrison & Lamping had paid the sum owed to Daggett Logging Company. We believe this payment pertains to a claim filed by Daggett Logging Company on December 13, 1955, in the sum of $393.75 against Contract No. 4447, for work on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County.

We provide this information as your Company appears as Surety on the Performance Bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Mr. George H. Mayes
201 Portland Trust Building
Portland, Oregon

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

NOTED ON CARD.

RECEIVED
JAN 18 1956
FOR FILING

132-1020
4447

File 3 [illegible]

January 18, 1956

Daggett Logging Company
Joseph, Oregon

Attention: Mr. Roy W. Daggett

Gentlemen:

Thank you for your letter received January 11, advising us that Morrison & Lamping have paid your claim against them. We believe this claim is the one in the sum of $393.75 against Contract No. 4447, about which you wrote on December 13, 1955.

We will be pleased to notify the surety and the contractor that your letter has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
gf

ROY W. DAGGETT
PHONE JOSEPH 381

TELEPHONE JOSEPH 381
ENTERPRISE SHOP 5R12

WILFRED R. DAGGETT
PHONE ENTERPRISE 1962

DAGGETT LOGGING COMPANY
~~ENTERPRISE~~, OREGON
Joseph,
OFFICE PHONE 5R23

Oregon State Highway Commission
Salem, Oregon.

Gentlemen;

I wrote you on Dec. 13, 1955 stating that Morrison & Lamping road contractors owed us money and had made no effort to pay it. I sent a copy of the letter to Morrison & Lamping and received a check.

Morrison & Lamping asked me to write you and I am very glad to say they paid us. Thank you for your Cooperation.

Yours truly,
Daggett Logging Co.
Roy W. Daggett
Roy W Daggett

REFERRED TO
BY SECRETARY

RECEIVED
JAN 11 1956
STATE HIGHWAY COMMISSION

NOTED ON CARD
JL

Lewis B

RECEIVED
DEC 28 1955
FOR FILING

132-1020
4447

December 23, 1955

U. S. Fidelity & Guaranty Company
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

A letter has been received from Daggett Logging Company, Joseph, dated December 13, stating that Morrison & Lamping owes them $393.75 for dozer work on the Wallowa Lake Lodge-Power House project, our Contract No. 4447, and, in addition, the sum of $87.50 for work on Contract No. 4492 for paving Depot Street in the city of Enterprise. Both of these contracts were awarded to Morrison & Lamping.

This information is provided as your Company appears as Surety on the Performance Bonds furnished for the contracts mentioned.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc George H. Hayes
201 Portland Trust Building
Portland, Oregon

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

NOTED ON CARD
gl

RECEIVED
DEC 28 1955
FOR FILING

132-1020
4447

Lewis

December 23, 1955

Daggett Logging Company
Joseph, Oregon

Attention: Mr. Roy W. Daggett

Gentlemen:

We have your letter of December 13 stating that Morrison & Lamping owes you the sum of $393.75 on Contract No. 4447 on the Wallowa Lake Lodge-Power House Section, and also the sum of $87.50 on Contract No. 4492 for work on Depot Street in the city of Enterprise.

Contract No. 4447 was completed September 13 and accepted by the Commission December 19, 1955. Contract No. 4492 was completed October 18 and accepted by the Commission on November 3, 1955. The Surety on both contracts is the U. S. Fidelity and Guaranty Company, 201 Portland Trust Building, Portland. The bonds furnished by the contractor are given to assure completion of the work and payment of all bills incurred in the contracts.

If you feel that your claims should be protected for a period longer than six months following completion of these contracts, you should file the claims with the Secretary of State in separate amounts against Contracts 4447 and 4492. In the meantime, we will note these claims in our records and will advise the Surety and the Contractor that they have been received. Attached are excerpts from the Oregon Laws pertaining to filing of claims.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enc.

NOTED ON CARD
gl

PHONE

DAGGETT LOGGING COMPANY

ROY W. DAGGETT
Phone 381

WILFRED DAGGETT
Joseph, Oregon

Customer's Order No. Date Dec. 1 19
M Morrison & Lamping
Walla Walla
Address Box 597

Sold by	Cash	C.O.D.	Charge	On Acct.	Mdse. Ret.	Pd. Out
			✓			

QUAN.	DESCRIPTION	PRICE	AMOUNT	
	Duplicate			
	work at Lake on			
	Bridge and Road with			
	D-7 - Dozer - 31½ hrs	12.50	393	75
	work at Enterprise			
	D-7 - Dozer - 7 hrs @	12.50	87	50
			481	25
	Copy sent to			
	State			

ALL claims and returned goods MUST be accompanied by this bill.

No. 02378 Rec'd by

UARCO BUSINESS FORMS

SEPH 381
XXXX2

WILFRED R. DAGGETT
PHONE ENTERPRISE 1962

SING COMPANY
XXOREGON
XXXXX

h, Oregon.

ber 13, 1955

Contr. 4447

or Morrison & Lamping Construction Co.

lake to Power Plant road	$393.75	4447
Depot street-	87.50	4492
Total	481 .25.	

This bill has not been paid and they have made no effort to see about it.

Yours truly,

Daggett Logging Co.

Roy W. Daggett

REFERRED TO
BY SECRETARY

W. DAGGETT
PHONE JOSEPH 381

TELEPHONE JOSEPH 381
[illegible] 2

WILFRED R. DAGGETT
PHONE ENTERPRISE 1962

DAGGETT LOGGING COMPANY

[illegible] OREGON

[illegible]

Joseph, Oregon.

December 13, 1955

Contr. 4447

State Highway Sommission
Salem, Oregon.

Gentlemen:

We are enclosing a bill for Morrison & Lamping Construction Co.

Dozer work done on the Wallowa lake to Power Plant road	$393.75	4447
Work on the Enterprise street-Depot street-	87.50	4492
Total	481 .25.	

This bill has not been paid and they have made no effort to see about it.

Yours truly,

Daggett Logging Co.

Roy W. Daggett

REFERRED TO
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BY SECRETARY

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ON CARD

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JAN 24 1956
FOR FILING

Files

OREGON STATE HIGHWAY DEPARTMENT
(date)
January 17, 1956

138-1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACT0R)
4447	5-Final	Morrison & Lamping

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
583	B-141195	$ 2,538.33	1/17/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 15, 1955

Time Extensions: to Sept. 13, 1955 without penalty

Completion Date: Sept. 13, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: There is a claim filed by J.F.Konsn Construction Co. in sum of $6,475.60

Remarks:

Date: 1-23-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: JAN 23

Ruth Rawlings

gl

RECEIVED
JAN 6 1956
FOR FILING
452-1020
4417

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

January 5, 1956

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from August 15, 1955 to and including September 13, 1955 within which to complete your contract No. 4417, covering Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County.

We are pleased to inform you that the State Highway Commission granted your request without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. F. Parson,
Division Engineer

Clair [illegible]. Hall,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
[illegible] 1955
FOR FILING

December 27, 1955

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
George C. Bottoms, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

State Highway Contract No. 4447 for work performed on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County was completed by the contractor, Morrison & Lamping, on September 13 and was formally accepted by the Highway Commission on December 19, 1955.

Final payment in the amount of $2,538.33 will be released to the contractor on or after Jaunuary 6, 1956. The total contract amount is $58,505.05 and no force account work was performed on the project.

There is a claim filed against this project by J. F. Konen Construction Company for furnishing crushed aggregates in the amount of $10,097.25, of which you have been previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

gl

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DEC 13 1955
FOR FILING

132-1020
4447

December 12, 1955

Request for extension of time
No. 26
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Morrison & Lamping for an extension of time on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway, Contract No. 4447, from August 15, 1955, to and including September 13, 1955.

After the contract was awarded there was a change in the footing design of the bridge, which necessitated delay of approximately one month in the delivery of the reinforcing steel.

This change was not the fault of the contractor, and I therefore recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper

EAP:dt lg

RECEIVED
DEC 13 1955
FOR FILING

132-1020
4447

Lewis B

December 12, 1955

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

As a follow-up to our letter of November 28 concerning Contracts 4492 and 4447, awarded to Morrison & Lamping for work in Enterprise and on the Joseph Wallowa Lake Highway, we now have a letter from J. F. Konen Construction Company, advising that they have claims against these contracts in the following amounts:

Contract 4492 - $ 5,096.23
Contract 4447 - 10,097.25.

Copies of Konen's statement are attached.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

cc Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

George H. Mayes
201 Portland Trust Building
Portland, Oregon

NOTED ON CARD

COPY

J. F. KONEN CONSTRUCTION CO.
1408 Eleventh Street
Lewiston, Idaho

December 2, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Your letter of November 28, 1955 has been received, and the information supplied is quite adequate. Your prompt reply is appreciated.

For your information, we are enclosing a copy of our statement to Morrison & Lamping for materials and equipment furnished them on Oregon State Highway Contract No. 4442, 4472, Unit A, and 4492.

It was our understanding that we were approved by the Oregon State Highway Department as Sub-contractors under Morrison & Lamping on Contracts No. 4447 and 4492. Please advise if this is not correct.

Very truly yours,

J. F. Konen Const. Co., Inc.

By /s/ Donald J. Konen

(Balance due on Contract No. 4447 - $10,097.25
" " " " No. 4472 - 2,313.52
" " " " No. 4492 - 5,096.23)

CRUSHING AND EQUIPMENT RENTALS ON OREGON STATE HIGHWAY CONTRACTS No. 4472, 4447, and 4492

Materials Crushed:

A.	Wallowa Lake Job, Contract No. 4447					
	4611	C.Y.	Crusher Run Material	@ 1.65	$ 7,608.15	
	1087	C.Y.	3/4" Base	1.75	1,902.25	
	241	C.Y.	3/4" Binder	1.75	421.75	
	905	C.Y.	Oiling Aggregates	2.50	2,262.50	
	500	C.Y.	3/4" -0 in Stockpile	2.30	1,150.00	
	1700	C.Y.	3/4" -1/2" in Stockpile	2.60	4,420.00	
	1350	C.Y.	1/2" -1/4" in Stockpile	2.60	3,510.00	
	610	C.Y.	1/4" -#10 in Stockpile	2.80	1,708.00	
	490.51	C.Y.	Soceen Rejects	0.25	122.62	
	1156.94	mi-cy	Haul on Rejects	0.12	138.83	
						23,244.10
B.	Little Sheep Creek Job, Contract No. 4472					
	929	C.Y.	Oiling Aggregates	1.88	1,746.52	1746.52
C.	City of Enterprise Job, Contract No. 4492					
	2055	C.Y.	Crusher Run	1.47	3,020.85	
	417	C.Y.	3/4" Base	1.50	625.50	
	24	C.Y.	1/4" -#10 Seal	2.80	67.20	
	959.19	Tons	Aggregate for AC	1.38	1,323.68	5037.23
					$30,027.85	30,027.85

Equipment Rentals:

A.	Dozer - with operator		
	July 29 - 3 1/2" hrs.		
	Aug. 1 - 1 hr.		
	Aug. 9 - 2 hrs.		
	Augl 10 - 1/2 hrs.		
	Aug. 18 - 1/2 hrs.		
	7 1/2 hrs.	15.00	112.50
B.	Truck - with operator		
	Bottom Dump Truck and Semi		
	Aug. 5 - 15 hrs.		
	Aug. 8 - 12 hrs.		
	27 hrs.	10.00	270.00
	Dump Trucks # 17 and 18		
	Aug. 5 - 2 hrs.		
	Aug. 8 - 4 hrs.		
	Aug. 9 - 4 1/4hrs.		
	Aug. 10 - 8 hrs.		
	Augl 11 - 7 1/2hrs.		
	Aug. 13 -16 1/2 hrs.		
	Aug. 15 - 7 hrs.		
	49 1/2 hrs.	6.00	297.00
C.	Shovel - with operator		
	Aug. 15 - 3 hrs.	16.50	49.50
			$729.00

CRUSHING AND EQUIPMENT RENTALS ON OREGON [illegible]
HIGHWAY CONTRACTS No. 4472, 4447, and 4492

Equipment Rental from Morrison & Lamping August 18 - 1 hr. Dump Truck w/o operator	3.50	($ 3.50)
Welding for Morrison and Lamping on Scoupmobile August 12 - 1 1/2 hrs.	4.00	6.00
TOTAL AMOUNT DUE (exclusive of private work)		$30,759.35

Payments Received:

October 22, 1955, Contract No. 4447	$5,000.00
October 25, 1955, Contract No. 4447	5,000.00
November 3, 1955, Contract No. 4447	7,500.00
BALANCE DUE	$13,259.35

A 4447	B 4472	C 4492	
23,244.10	1746.52	5037.23	charges - rock
112.50	270.00	49.50	" rental
	297.00	9.50	" rental
23,356.60	2313.52	5096.23	Total charges
13,259.35			Less credits
10,097.25	2313.52	5096.23	Bal. due

RECEIVED
DEC 13 1955
FOR FILING

132-1020
4111

Lewis B

December 12, 1955

J. F. Konen Construction Co.
1408 Eleventh Street
Lewiston, Idaho

Attention: Mr. Donald J. Konen

Gentlemen:

We have your letter of December 2 to which was attached a statement of amounts owed to you by Morrison & Lamping on Highway Contracts 4447, 4472, and 4492. According to your statement, after adding the charges for each contract and subtracting the payments made, we find the following amounts due:

Contract No. 4447 - $10,097.25
Contract No. 4472 - 2,313.52
Contract No. 4492 - 5,096.23

As you may know, the State looks to the principal contractor and his bond for satisfactory completion of the contract and the payment of all bills incurred in it. We will, therefore, notify the principal contractors on the three contracts that you mentioned and their sureties that claims against the contracts have been received in this office. The State does not make payments directly to claimants.

Should you wish to take action other than notifying the Secretary of State, as mentioned in our letter of November 28, you might file your claims with the surety companies, mentioned in that same letter. In the meantime, we will notify the contractors and the sureties and record your claims in our office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

NOTED ON CARD
J C

J. F. KONEN CONSTRUCTION CO.

GENERAL CONTRACTORS
1408 ELEVENTH STREET
LEWISTON :: IDAHO

December 2, 1955

Oregon State Highway Commission
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Gentlemen:

Your letter of November 28, 1955 has been received, and the information supplied is quite adequate. Your prompt reply is appreciated.

For your information, we are enclosing a copy of our statement to Morrison & Lamping for materials and equipment furnished them on Oregon State Highway Contract No. 4442, 4472, Unit A, and 4492.

It was our understanding that we were approved by the Oregon State Highway Department as Sub-contractors under Morrison & Lamping on Contracts No. 4442 and 4492. Please advise if this is not correct.

Very truly yours,

J.F. Konen Const. Co., Inc.

By Donald J Konen

djk;r
enc

REFERRED TO
J. G.
Prepare reply

RECEIVED
DEC 5 1955
OREGON
STATE HIGHWAY COMMISSION

CRUSHING AND EQUIPMENT RENTALS ON OREGON STATE HIGHWAY CONTRACTS No. 4472, 4447, and 4492

Materials Crushed:

A.		Wallowa Lake Job, Contract No. 4447			
4611	C.Y.	Crusher Run Material	@ 1.65	$ 7,608.15	
1087	C.Y.	3/4" Base	1.75	1,902.25	
241	C.Y.	3/4" Binder	1.75	421.75	
905	C.Y.	Oiling Aggregates	2.50	2,262.50	
500	C.Y.	3/4" -0 in Stockpile	2.30	1,150.00	
1700	C.Y.	3/4" -1/2" in Stockpile	2.60	4,420.00	
1350	C.Y.	1/2" -1/4" in Stockpile	2.60	3,510.00	
610	C.Y.	1/4" -#10 in Stockpile	2.80	1,708.00	
490.51	C.Y.	Sceeen Rejects	0.25	122.62	
1156.94	mi-cy	Haul on Rejects	0.12	138.83	
					23,244.10
B.		Little Sheep Creek Job, Contract No. 4472			
929	C.Y.	Oiling Aggregates	1.88	1,746.52	1746.52
C.		City of Enterprise Job, Contract No. 4492			
2055	C.Y.	Crusher Run	1.47	3,020.85	
417	C.Y.	3/4" Base	1.50	625.50	
24	C.Y.	1/4" -#10 Seal	2.80	67.20	
959.19	Tons	Aggregate for AC	1.38	1,323.68	5037.23
				$30,027.85	30,027.85

Equipment Rentals:

A.	Dozer - with operator		
	July 29 - 3 1/2" hrs. Aug. 1 - 1 hr. Aug. 9 - 2 hrs. Augl 10 - 1/2 hrs. Aug. 18 - 1/2 hrs. 7 1/2 hrs.	15.00	112.50
B.	Truck - with operator Bottom Dump Truck and Semi		
	Aug. 5 - 15 hrs. Aug. 8 - 12 hrs. 27 hrs.	10.00	270.00
	Dump Trucks # 17 and 18		
	Aug. 5 - 2 hrs. Aug. 8 - 4 hrs. Aug. 9 - 4 1/4hrs. Aug. 10 - 8 hrs. Augl 11 - 7 1/2hrs. Aug. 13 -16 1/2 hrs. Aug. 15 - 7 hrs. 49 1/2 hrs.	6.00	297.00
C.	Shovel - with operator		
	Aug. 15 - 3 hrs.	16.50	49.50
			$729.00

CRUSHING AND EQUIPMENT RENTALS ON OREGON STATE HIGHWAY CONTRACTS No. 4472, 4447, and 4492

Equipment Rental from Morrison & Lamping		
August 18 - 1 hr. Dump Truck w/o operator	3.50	($ 3.50)
Welding for Morrison and Lamping on Scoupmobile		
August 12 - 1 1/2 hrs.	4.00	6.00
TOTAL AMOUNT DUE (exclusive of private work)		$30,759.35

Payments Received:

October 22, 1955, Contract No. 4447	$5,000.00
October 25, 1955, Contract No. 4447	5,000.00
November 3, 1955, Contract No. 4447	7,500.00
BALANCE DUE	$13,259.35

A	B	C	
4447	4472	4492	
23,244.10	1746.52	5037.23	charges - rock
112.50	270.00	49.50	" rental
	297.00	9.50	" rental
23,356.60	2313.52	5096.23	Total charges
13,259.35			Less credits
10.097.25	2313.52	5096.23	Bal. due

MORRISON & LAMPING

GENERAL CONTRACTORS

P.O. BOX 597 TELEPHONE 4362

WALLA WALLA, WASHINGTON

ASPHALT PAVING
GRADING
WATER - SEWERS

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, PICKETING, BOYCOTTING, OR OTHER LABOR INTERFERENCE OR DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL.

December 3, 1955

J.F. Konen Construction Company
1403 Eleventh Street
Lewiston, Idaho

Re: Contract No. 4472
Joseph - Sheep Creek

Gentlemen:

We are enclosing our check No. 2519 in the amount of $1733.42 in full payment of your subcontract on the above mentioned project.

You are requested to notify the Oregon State Highway Commission that this account has been paid.

Yours very truly,

Morrison & Lamping

J.W. Morrison

cc: D-H Paving Company
6808 Highway 99
Vancouver, Washington

Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

RECEIVED
DEC 6 1955
OREGON
STATE HIGHWAY COMMISSION

REFERRED

MORRISON & LAMPING
GENERAL CONTRACTORS
P.O. BOX 597 TELEPHONE 4362
WALLA WALLA, WASHINGTON

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, PICKETING, BOYCOTTING, OR OTHER LABOR INTERFERENCE OR DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL.

ASPHALT PAVING
GRADING
WATER - SEWERS

November 30, 1955

Thompson Auto Supply
106 Main Street
Enterprise, Oregon

Gentlemen:

We are enclosing our check in the amount of $118.60 as payment in full for supplies purchased from your organization during our operations in the vicinity of Enterprise.

Will you please acknowledge receipt of payment to the Oregon State Highway Commission.

Thank you.

Yours very truly,

Morrison & Lamping

J.W. Morrison

cc George M. Mayes
201 Portland Trust Building
Portland, Oregon

Oregon State Highway Department
Salem, Oregon

RECEIVED
DEC 1 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 13 1955
FOR FILING

133-1058
4411

Lewis

November 28, 1955

J. F. Konen Construction Co.
1406 Eleventh Street
Lewiston, Idaho

Attention: Mr. Donald J. Konen

Gentlemen:

This is to acknowledge your letter of November 23 concerning amounts owed to you for furnishing crushed aggregates on three contracts, as follows:

1. Bridge, grading and surfacing on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County, Contract No. 4447, awarded to Morrison & Lamping.

2. Pavement sealing project in Division No. 5, Malheur and Wallowa Counties, Contract No. 4472, awarded to D - H Paving Company, 6808 Highway 99, Vancouver, Washington.

3. Paving Depot Street in the city of Enterprise, Contract No. 4492, awarded to Morrison & Lamping, Milton-Freewater.

The U. S. Fidelity and Guaranty Company, 201 Portland Trust Building, Portland, furnished the Performance Bonds with Contracts 4447 and 4492. The United Pacific Insurance Company, 808 Board of Trade Building, Portland 4, furnished the bond with Contract 4472.

Contract No. 4447 was completed September 13, 1955 but has not yet been accepted by the Highway Commission.

Contract No. 4472 was completed August 31 and accepted by the Highway Commission on September 22, 1955.

Contract No. 4492 was completed October 18 and accepted by the Highway Commission November 3, 1955.

On Contract No. 4447, semifinal payment in the amount of $9,334.05 was made on or after November 10, 1955. The retained percentage is $1,730.93.

On Contract No. 4472, final payments in the amounts of $1,989.67, $108.25, and $166.60 were made on or after November 7, 1955.

On Contract No. 4492, semifinal payment in the amount of $4,842.69 is to be paid on or after December 3, 1955. The retained percentage is $834.43.

Under Oregon Laws, the Performance Bond furnished by the contractor is in full force and effect until six months after the job has been completed and accepted by the Highway Commission. Should you wish to protect your claims for a period longer than six months following completion of the contracts and acceptance by the Highway Commission, you should file the claims with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the procedure for such filings.

So that our records may be complete, could you give us information concerning the amounts of your claims, dates, and other pertinent data?

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp
Enclosure

NOTED ON CARD

ONEN, PHONE 1726
J. KONEN, PHONE 3749-M

J. F. KONEN CONSTRUCTION CO.

GENERAL CONTRACTORS
1408 ELEVENTH STREET
LEWISTON :: IDAHO

November 23, 1955

Oregon State Highway Department
Salem, Oregon

Re : Contracts No. 4447,4472 Unit A
and 4492

Gentlemen :

With reference to the above three Oregon State Highway Contracts, our firm furnished all of the Crushed Aggregates used. We were Sub-Contractors under Morrison & Lamping of Walla Walla, Washington.

As our work has been completed for approximately 75 days and we have not received settlement, we are requesting that you furnish us with amounts and dates of payments made to the Prime Contractors. Also please advise as to when the lein time expires on these three contracts.

We would appreciate and eary reply. Thank You.

Sincerely,

J. F. Konen Construction Co.

By Donald J. Konen
Donald J. Konen

RECEIVED
NOV 25 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 1955
FOR FILING

FORM E-30X—50,000—10-54—79484

[illegible]

4447

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1955

SUBJECT:

To: Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

On September 19th, I acknowledged receipt of a Request for Extension of Time on the Wallowa Lake Lodge-Power House, Contract No. 4447, to September 10, 1955. I advised that the project was completed on September 13th, and requested that a new Request for Extension of Time be submitted covering the period from August 15th to September 13th, inclusive.

This morning Mr. Glaisyer received a call from Morrison and Lamping inquiring as to why they did not receive final payment on this contract. We advised that the final payment could not be made until the time extension was received to the actual completion date.

Will you please take the necessary steps to see that the request is made so that the contractor's payment can be released.

Forrest Cooper
Construction Engineer

By

Edwin A. Pease
Construction Office Engineer

EAP:ef

cc to: H. B. Glaisyer
Morrison & Lamping
P. O. Box 597
Walla Walla, Washington

RECEIVED
DEC 13 1955
FOR FILING

12-2-55
4447

Lewis

November 28, 1955

United States Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. George C. Bottoms

Gentlemen:

A letter has been received from J. F. Koman Construction Company, 1408 Eleventh Street, Lewiston, Idaho, stating that they have claims against Morrison & Lamping for the furnishing of crushed rock on Contract No. 4447 for work on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway, and on Contract No. 4492 for paving Depot Street in the city of Enterprise. They state that they were subcontractors under Morrison & Lamping, the principal contractor in both of these contracts. The work, they state, has been completed approximately 75 days but they have not received settlement. The amounts of their claims are not given in their letter.

We furnish this information as your Company appears as Surety on the Performance Bonds furnished with these contracts.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:fp

cc Morrison & Lamping
P. O. Box 597
Milton-Freewater, Oregon

George H. Mayes
201 Portland Trust Building
Portland, Oregon

NOTED ON CARD

COPY

J. F. KONEN CONSTRUCTION CO.

1408 Eleventh Street
Lewiston -- Idaho

November 23, 1955

Oregon State Highway Department
Salem, Oregon

Re: Contracts No. 4447, 4472
Unit A and 4492

Gentlemen:

With reference to the above three Oregon State Highway Contracts, our firm furnished all of the Crushed Aggregates used. We were Sub-Contractors under Morrison & Lamping of Walla Walla, Washington.

As our work has been completed for approximately 75 days and we have not received settlement, we are requesting that you furnish us with amounts and dates of payments made to the Prime Contractors. Also please advise as to when the lein time expires on these three contracts.

We would appreciate and early reply. Thank You.

Sincerely,

J. F. KONEN CONSTRUCTION CO.

By /s/ Donald J. Konen
Donald J. Konen

132-[illegible]

October 31, 1955

[illegible]

United States Fidelity & Guaranty Co.
[illegible] S. Bottoms, Manager
[illegible] Portland Trust Bldg.
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Morrison & Lamping in connection with contract No. 4447, covering the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County.

This payment, in the amount of $9,334.05, will be released to the contractor on or after November 10, 1955. The retained percentage is $1,730.93.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED ON CARD

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 13, 1955

Section	Wallowa Lake Lodge-Power House	Kind of work	Bridge, Grading & Oil Mat Surfacing
Highway	Joseph - Wallowa Lake	Section prefix	132-1020
Contractor	Morrison & Lamping	Contract number	4447
Date of contract	May 26, 1955	Date of completion	August 15, 1955
Date work started	June 14, 1955	Estimated date of completion	Sept. 13, 1955
Amount of contract	$ 57,710.13	Per cent of time elapsed	136.25 %

Estimated cost of completed project, exclusive of engineering . . . $ 54,318.00

Per cent of contract completed, based on total contract price . . . 100 %

Engineering cost to date $ 5,633.96, 128 %

Date project was completed Sept. 13, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Monday, Sept. 12 - Three laborers on job on general clean-up. Blade man over job, general shape-up of shoulders, etc. Same man on rolling of shoulders.

Tuesday, Sept. 13 - The three laborers had a supervisor today and completed the clean-up by noon. We accepted the job.

Final Weekly Report.

NOTED
H. J. SMITH

NOTED
W. T. WRIGHT

FORREST [illegible]

RECEIVED
SEP 1[illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed Clair E. Hall

Address Enterprise, Ore.

NOTED
L. H. Young

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.02	1.02	6.32	1.02	
Miles partially completed					
Miles completed	1.02	1.02		1.02	
Total estimated quantities	5045	5698	4150	910	
Estimated quantities moved or placed to date	5045	5698	4651	1148	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...1......, Rollers ..1......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers ....Trucks —— 1............, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday			
Thursday			
Friday			
Saturday			

State Printing

RECEIVED
AUG 11 1955
FOR FILING

FORM E-30X 37½ 3-54 73730
[illegible]
4447

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9th, 1955

SUBJECT:

[illegible]
W. C. WILLIAM

To: Mr. A. F. Parson
Division Engineer

I quote from the letter of J. W. Morrison of the contracting firm Morrison & Lamping dated August 4th, 1955:

> "We also wish to remind you of the fact that we have had numerous grade changes while performing the grading due to the lack of material to make the fills. Instead of staking borrow pits, and allowing us to borrow the necessary material, we have had to move the same material two and three times due to lowering of the grades.
>
> We are wondering if we are to be paid for this extra work."

It is a somewhat unusual circumstance when a contractor is requested to move the same material "two or three times". Will you please give us an explanation and also take whatever steps are necessary to forestall claims on this job as it seems to me that that we have had something of an epidemic of claims from this company.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

6

RECEIVED
JUL 7 - 1955
FOR FILING

132-1020
4-147

July 6, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater
Oregon

Gentlemen:

We enclose herewith for your files two fully executed copies of contracts awarded to you by the State Highway Commission, as follows:

Contract No. 4447, covering the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway in Wallowa County, awarded May 26, 1955.

Contract No. 4455, for paving on the Milton-Freewater (S.Main St. & S.E. 15th Ave.) Sections in Umatilla County, awarded June 2, 1955.

Copies of the above contracts are also being sent to the surety on your bonds.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encls.

6

RECEIVED
MAY 27 1955
FOR FILING
132-1020
4447

May 27, 1955

Morrison & Lamping
P. O. Box 557
Milton-Freewater, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4447 for grading and oiling; also construction of concrete bridge on the Wallowa Lake Lodge-Power House Section of the Joseph-Wallowa Lake Highway, south of Enterprise in Wallowa County.

This award was based on your bid of $55,226 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

33-1043 Dillon-Rufus Guardrail Project 1955
on the Columbia Riv. Hwy.
#4448

RECEIVED
SEP 17 1956
FOR FILING

33-104[illegible]

4412

Files

Lewis

September 14, 1956

Hon. Earl T. Newbry
Secretary of State
Capitol Building
Salem, Oregon

ATTENTION: Geo. C. Stephens

Dear Sir:

Thank you for your letter of September 13 to which was attached a copy of a letter written by Armco Drainage & Metal Products, Inc., stating that they have received full payment on the claim of your file #3557. This claim in the amount of $21,735.27 pertains to our contract #4448 awarded to Hutton-Kalkhoven, for guardrail construction on the Dillon-Rufus Section of the Columbia River Highway.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:ds

NOTED ON CARD

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

Sept. 13, 1956

Contract 4448

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have prepared and are enclosing a copy of a letter by Armco Drainage & Metal Products, Inc., in which they advise that full payment of claim No. 3557 has been paid in full.

This copy is for your information and files.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo C Stephens
Clerk
Records Division

GS:M
Enc.

REFERRED TO
BY SECRETARY

RECEIVED
SEP 14 1956
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

P. O. Box 751 - Federal Station
PORTLAND 7, OREGON

ARMCO

1320 S. W. Broadway Avenue
PORTLAND, OREGON

CAPITOL 8-9433

September 12, 1956

Mr. Earl T. Newbry
Secretary of State
Salem, Oregon

Attention Mr. George A. Stephens,
Clerk, Records Division

Dear Mr. Newbry:

Re: Your File No. 3557

We have today received full payment of the claim referred to in your subject file No. 3557. Armco Drainage & Metal Products, Inc. has assigned to the Glens Falls Insurance Company as of this date any rights they may have had and may still have under this bond, No. 55369.

Very truly yours

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Westercamp
Assistant Treasurer
North Pacific Division

V. J. Westercamp:ihs

FILED
SEP 13 1956
EARL T. NEWBRY
SECRETARY OF STATE

SECRETARY OF STATE
RECEIVED
SEP 1 [illegible]
EARL T. NEWBRY

RECEIVED
SEP 17 1956
~~FOR FILING~~

4448

Lewis

September 14, 1956

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco 4, California

Gentlemen:

We have received a copy of a letter addressed to the Secretary of State by Acme Drainage & Metal Products, Inc., advising that they have received full payment of their claim against [illegible] in the amount of $21,735.87 for guardrail and fittings furnished on our contract #4448 for guardrail construction on the [illegible]-Rufus Section of the Columbia River Highway.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible]:dc

cc: Glens Falls Insurance Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland 4, Oregon

cc: [illegible]
[illegible] NE [illegible] Avenue
Portland [illegible], Oregon

Noted [illegible]

RECEIVED
JUN 19 1956
FOR FILING

June 13, 1956

Hon. Earl T. Newbry
Secretary of State
Capitol Building

ATTENTION: Geo. C. Stephens

Dear Sir:

Thank you for your letter of June 11th to which was attached 3 copies of the claim filed with your office by Armco Drainage & Metal Products, Inc., against Hutton-Kalkhoven on contract #4448.

The claim is in the sum of $21,735.27 for guard rail and fittings.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:do

NOTED ON CARD

1859

EARL T. NEWBRY
SECRETARY OF STATE
SALEM, OREGON

June 11, 1956

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Armco Drainage & Metal Products, Inc., North Pacific Division, 2321 S. E. Gladstone Street, Portland 2, Oregon and filed as of this date, a notice of claim by Armco Drainage & Metal Products, Inc., for Armco Flexbeam Guard Rail with fittings and accessories and Armco Metal Sight Posts in the sum of $21,730.27 against the bond taken from Hutton-Kalkhoven Company as principal and Glens Falls Insurance Company, surety for the work of Oregon State Highway Contract 4443, Dillon to Rufus Section, Columbia River Highway.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies for our records.

Very truly yours,

EARL T. NEWBRY
Secretary of State

By Geo. Stephens
Clerk, Records Division

NF:K
Enc.

NOTED ON CARD

RECEIVED
JUN 12 1956
OREGON
STATE HIGHWAY COMMISSION

EIVED
JUN 19 1956
FOR FILING

33-1043

4448

Lewis

June 13, 1956

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Gentlemen:

Attached is a copy of a claim filed with the Secretary of State by Armco Drainage & Metal Products, Inc., against Hutton-Kalkhoven for guard rail and fittings furnished on our contract #4448 awarded to Hutton-Kalkhoven for construction of a guard rail on the Dillon-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

The claim is in the sum of $21,735.27.

This information is furnished as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FAQ:dc
Attach.

cc: Glens Falls Insurance Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

cc: Hutton-Kalkhoven
8407 SE 82nd Avenue
Portland 6, Oregon

NOTED ON CARD
4

ARMCO DRAINAGE & METAL PRODUCTS, INC.

NORTH PACIFIC DIVISION

2321 S. E. GLADSTONE STREET
PORTLAND 2, OREGON

June 8, 1956

To the Secretary of State
State of Oregon
Salem, Oregon

Gentlemen:

Notice hereby is given that the undersigned ARMCO DRAINAGE AND METAL PRODUCTS INC., has a claim for Armco Flexbeam Guard Rail with Fittings, and Accessories, and Armco Metal Sight Posts, in the sum of $21,735.27, against the bond taken from Hutton-Kalkhoven Company and Glens Falls Insurance Company, for the work of Oregon State Highway Contract 4448, Dillon to Rufus Section, Columbia River Highway.

Very truly yours

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Westercamp

Mr. V. J. Westercamp
Assistant Treasurer

DBS:le

File # 3557

FILED
JUN 11 1956
EARL T. NEWBRY
SECRETARY OF STATE

R.H. Baldock

33-1043

NOTED
State Highway

April 17th, 1956

FINAL COST ANALYSIS
Guard Rail

Dillon-Rufus Section
Contract #4448

Hutton-Kalkoven, Contractors
A. V. Benedict, Resident Engineer

Columbia River Highway
Prefix 33-1043

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
[illegible]ard Rail	39,367	Lin. Ft.	$1.99	$1.87	$73,759.43	$78,340.33
[illegible]ght Posts	204	Each	2.40	2.02	413.38	489.60
[illegible]rchase Excess [illegible]ight Posts	96	"	1.15	1.15	110.40	110.40
					$74,283.21	$78,940.33

Gross Revenue	$78,940.33
Total Cost	74,283.21
Net Profit	$ 4,657.12

Net Profit Equals 5.9% of Gross Revenue

Detail of Cost

Labor:				
Labor			$12,747.71	
Labor Insurance			773.17	
Health & Welfare			501.60	
				$14,022.48
Materials:				
Guard Rail & Posts	39,367 Lin. Ft.	at $1.32	$51,964.44	
Metal Sight Posts	300 Each	" 1.15	345.00	
				52,309.44
Equipment Rental & Misc. Supplies:				
Equipment Rental			$ 2,401.60	
Gas, Oil & Grease			465.04	
P.L. & P.D. Insurance			76.48	
Bond			592.05	
Small Tools & Misc. Supplies			50.00	
Home Office & General Overhead			382.42	
Drill & Shoot 22 Holes (Hired)			47.00	
Subcontract Painting	39,367 Lin. Ft.	at $0.10	3,936.70	
				7,951.29
Total Cost				$74,283.21

Remarks:

This was a "State Project" calling for construction of 39,367 lin. ft. of guard rail and the placing of 204 metal sight posts. The contract was bid and awarded May 26th, 1955. Work started June 6th and was completed November 1st, 1955.

The contractor moved in his equipment, which consisted of a driver mounted on a flatbed truck and a Ford tractor with a hydraulic hoist used for lifting and placing of the concrete guard rail posts, and with seven men started driving holes and setting posts June 6th, 1955. The driver worked satisfactorily in the section of new grade which consisted of rock and dirt, but in the section east of Biggs Junction to Rufus the grade being sand and gravel borrow the holes would backfill by caving in before the post could be placed. The contractor then made metal sleeves to fit over the driver, which were left in place until the hole was completed. This did not prove to be satisfactory so water was used to dampen the hole area and worked very well. In the section from Dillon to Celilo 22 holes had to be drilled and blasted. The guard rail was completed October 6th. The painting, which was subcontracted for $0.10 per foot, started October 7th and was completed November 1st, 1955.

The contractor had a low bid price, but with good supervision and very little down time a fair profit was realized.

R. D. Asburry
Chief Cost Analyst

By . . C. E. Layton

RECEIVED
DEC 29 1955
FOR FILING

32-1445

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 21, 1955

(CONTRACT NO.) 4448
(EST. NO.) 6-Final
(CONTRACTOR) Hutton-Kalkhoven

(VOUCHER NO.) 25623
(WARRANT NO.) R-138977
(AMOUNT) $ 2,368.21
(DATE) 12/21/55

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Nov. 30, 1955

Time Extensions: None

Completion Date: Nov. 1, 1955

Date Accepted: Dec. 19, 1955

Penalties: None of record

Claims: None of record

Remarks:

Date: 12-23-55

To the Accounting Division:

Release of the above warrant is hereby authorized

HB Glaisyer
H. B. Glaisyer
Secretary

Warrant Mailed: DEC 2[illegible]

Ruth Rawlings

NOTED ON CARD

RECEIVED
DEC 13 1955
FOR FILING

December 13, 1955

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4448 covering guard rail construction on the Dillon-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties was completed by the contractor, Hutton-Kalkhoven, on November 1, 1955 but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,368.21 will be released to the contractor after acceptance by the Commission. The total contract amount is $78,940.33 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Jewett, Barton, Leavy & Kern
Lewis Bldg.
Portland, Oregon

NOTED ON CARD
gl

RECEIVED
NOV 29 1955
FOR FILING

33-1043
4-1-15

November 29, 1955

CERTIFIED MAIL

Glens Falls Insurance Company
Pacific Coast Department
Mills Tower, 6th Floor
San Francisco 4, California

Glens Falls Insurance Company
Jewett, Barton, Leavy & Kern
Lewis Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hutton-Kalkhoven on contract No. 4448 covering guardrail construction on the Dillon-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

This payment, in the amount of $22,842.12 will be released to contractor on or after December 9, 1955. The retained percentage is $2,368.21.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands insurred in the performance of such work and remaining unsatisfied, and the State assumes no responsibility for such claims should there be any.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

do

Noted on card
DC

33-1043

Form E-1—1036

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Nov. 5, 1955, 19

Section	Dillon - Rufus	Kind of work	Guard Rail
Highway	Columbia River	Section prefix	33-1043
Contractor	Hutton - Kalkhoven	Contract number	4448
Date of contract	May 26, 1955, 19	Date of completion	Nov. 30, 1955, 19
Date work started	June 6, 1955, 19	[illegible] date of completion	Nov. 1, 1955, 19
Project authorization	$ 90,765.00	Per cent of time elapsed	87 %
Exclusive of Engineering	$ 84,310.40		

Estimated cost of completed project, exclusive of engineering . . . $ 79,439.73

Per cent of contract completed, based on total contract price . . . 100 %

Engineering authorization . . . $ 6,454.40

Engineering cost to date $ 5,700, 88 %

Date project was completed Nov. 1, 1955, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Painted Monday and Tuesday, completing all work required under the contract.

Project reported complete as of Nov. 1, 1955

Semi-final estimate mailed to Division office Nov. 4, 1955

FINAL REPORT.

NOTED
OSCAR CUTLER

NOTED
L. H. Young

NOTED
W. T. WRIGHT

RECEIVED
NOV 7 1955
OFFICE OF
CONSTRUCTION ENGINEER

Signed A.V. Cundiff

Address P.O. Box 420, The Dalles.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 77090

New forms not available.

GUARD RAIL.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities	39,367 lin.ft.				
Estimated quantities moved or placed to date	39,367 " "				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from: .... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Sheep-foot rollers Paint spray outfit..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Windy		
Saturday			

RECEIVED
JUN 29 1955
FOR FILING

32-1043
4448

June 29, 1955

Hutton-Kalkhoven
8407 S. E. 82nd Ave.
Portland 6, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4448, which was awarded to you by the State Highway Commission on May 26, for construction of guardrail on the Dillon-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
MAY 27 1955
FOR FILING

33 - 1043
41118

May 27, 1955

Hutton-Kalkhoven
8407 S. E. 82nd Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4448 for Dillon-Rufus Guardrail Project on the Columbia River Highway east of The Dalles in Wasco and Sherman Counties.

This award was based on your bid of $80,680 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

msn

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC
P. M. Stephenson

34-1605 Beaverton Section of the 1955
Tualatin Valley Hwy.
#4449

RECEIVED
MAY 6 - 1957
FOR FILING

NOTED
W. C. WILLIAMS

April 30th, 1957

34-1605
~~Beaverton Section~~
Contract #4449
4449

FINAL COST ANALYSIS
Shoulder Paving
Porter W. Yett, Contractor
Roy W. Pyle, Resident Engineer

Tualatin Valley Highway
Prefix 34-1605

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
General Excavation	306.2	Cu. Yd.	$1.00	$1.26	$ 385.75	$ 306.20
3/4"-0 Material in Level Course	98	" "	3.00	2.97	291.55	294.00
Class "B" Asphaltic Concrete	457.005	Ton	7.00	7.14	3,262.99	3,199.04
					$3,940.29	$3,799.24

Total Cost	$3,940.29
Gross Revenue	3,799.24
Net Loss	$ 141.05

Net Loss Equals 3.7% of Gross Revenue

Beaverton
Contract #4449

Detail of Cost

Labor:			
Labor		$1,000.63	
Labor Insurance		85.66	
Health & Welfare		46.31	
			$1,132.60
Materials:			
Class "B" Asphaltic Concrete	457 Ton at $4.00	$1,828.00	
3/4"-0 Rock	98 Cu. Yd. at $1.10	107.80	
			1,935.80
Equipment Rental & Misc. Supplies:			
Equipment Rental, Owned		$ 384.57	
" Hired		179.75	
Gas, Oil & Grease		150.80	
Bond		30.30	
P.L. & P.D. Insurance		12.50	
Home Office & Overhead		113.97	
			871.89
Total Cost........................			$3,940.29

Beaverton Section
Contract #4449

Remarks:

This was a "State Project" calling for the excavation and paving of .43 mile of shoulders on the Beaverton Section of the Tualatin Valley Highway in Washington County.

The contract was bid and awarded May 26th, 1955. Work started September 10th, 1956 and the project was completed September 18th, 1956.

The contractor moved in a Cat. #12 blade and one front end loader and started excavating the shoulder material preparatory to placing the 3/4"-0 crushed rock and the Class "B" asphaltic concrete. The elapsed time for the excavation and the 3/4"-0 rock was one week. The following week the Class "B" asphaltic concrete was placed in 3 days. The contractor purchased the 3/4"-0 rock from his commercial plant at Scholls and the Class "B" asphaltic concrete mix was produced at the commercial plant at Beaverton.

The contractor had fair bid prices, good equipment and good supervision, but due to type and quantity of excavation where only a blade and loader could be used resulted in slow progress and a loss. Also, a small loss was suffered on the Class "B" asphaltic concrete due to the low tonnage and the time required to place it.

M. N. Juve
Chief Cost Analyst

By . . George Kayser

A

OREGON STATE HIGHWAY DEPARTMENT
(date)
November 26, 1956

34-1605

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4449	2-Final	Porter W. Yett

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25170	H-166308	$ 300.00	11/26/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Aug. 31, 1955

Time Extensions: to Sept. 18, 1956

Completion Date: Sept. 18, 1956

Date Accepted: Sept. 27, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 11-27-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary
By Floyd Query
Ass't. Secretary

NOTED ON CARD
gl

Warrant Mailed: NOV 27 1956

Ruth Rawlings

RECEIVED
NOV 19 1956
FOR FILING

[illegible]

4449

November 16, 1956

CERTIFIED MAIL

Continental Casualty Co.
310 S. Michigan Ave.
Chicago 4, Ill.

Gentlemen:

State Highway Contract No. 4449 for work performed on the Beaverton Section of the Tualatin Valley Highway in Washington County was completed by the contractor, Porter W. Yett, on September 18, 1956 and was formally accepted by the Highway Commission on September 27, 1956.

Final payment in the amount of $300.00 will be released to the contractor on or after November 26, 1956. The total contract amount is $3,799.24 and no force account work was performed on the project.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.
Portland 4, Oregon

NOTED ON CARD
gl

FORM E-123 RC4 REVISED 2-56

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
OCT 10 1956
FOR FILING

34-1085

4449

A

October 9, 1956

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

The State Highway Commission at its meeting held on September 27 had under discussion your request for an extension of time from August 31, 1955 to October 31, 1956 within which to complete your contract No. 4449, for shoulder paving on the Beaverton Section of the Tualatin Valley Highway in Washington County.

We are pleased to inform you that the State Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

[illegible] State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc:

gl

cc: A. G. Skelton,
Division Engineer

Roy V. Pyle,
Resident Engineer

Tom Edwards,
Construction Engineer

A

RECEIVED
SEP 26 1956
FOR FILING

34-[illegible]5

4449

September 26, 1956

Oregon State Highway Commission

Last request for extension of time
No. 33
September 27-28 meeting

Gentlemen:

Herewith is a request from Porter W. Yett for an extension of time on the Beaverton Section, Contract No. 4449, from August 31, 1955 to October 31, 1956.

This contractor was involved in several other important contracts in the Beaverton area during the 1955 season, and at the request of the engineer deferred the work on this section until the major highway projects could be completed. This project was actually completed on September 18, 1956, and we have not suffered any inconvenience nor added expense. I recommend that the extension be granted without penalty.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.

cc Mr. Tom Edwards

EAP:of fn

Form E-1—1084—1-56

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

34-1605

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 22, 1956

Section Beaverton
Highway Tualatin Valley
Contractor Porter W. Yett
Date of contract May 26, 1955
Date work started Sept. 10, 1956
Project authorization $ 4,545.00
Exclusive of Engineering $ 4,222.80

Kind of work Shoulder Paving
Section prefix 34-1605
Contract number 4449
Date of completion Aug. 31, 1956
Estimated date of completion Sept. 18, 1956
Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 3,803.07
Estimated per cent underrun 5.8 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 323.20
Engineering cost to date $ 250.00, 77.4 %
Date project was completed 9-18, 1956

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor started paving on Satruday Sept. 15, and completed the project on September 18.

No more weekly reports will be submitted on this project.

Noted
M. N. Juve

NOTED
FORREST COOPER

NOTED
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
OFFICE OF
CONSTRUCTION ENGR.

NOTED
D. J. [illegible]

Signed Roy W. Pyle

NOTED
V. D. WOLFE

Address 2131 S. W. Scholls Ferry Rd.
Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing 98073

	GRADING	SURFACING	MAIN ANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
les in project	0.50	0.50			0.50
les partially completed					
les completed	0.50	0.50			0.50
tal estimated quantities (contract)	320 CY	110 CY			480 T
tal quantities corrected to date	310 CY	98 CY			457.01 T
timated quantities moved or placed to date	310 CY	98 CY			457.01 T
erage daily quantities					
erage daily quantities necessary to complete project on time					
mber shifts per day					1
urs per shift					10
erage force on project for week					

n	6
pervision	1
n and trucks under 3 tons	
en and trucks over 3 tons	5
len and tractors	

quipment used during week: Shovels ...., Power graders ...., Rollers ....2..., Mixers ....1..., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Barber Green 1 . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
unday	Clear		
londay	"		
uesday	"		
Vednesday	"		
hursday	"		
riday	Cloudy		
aturday			

Cross Referenced To:
[illegible]
Williams
Washington

4411

July 3, 1956

6579

Mr. J. M. Castles
Castles & [illegible]
995 N. W. Canyon Road
Beaverton, Oregon

Dear Sir:

This is written in reply to your letter of June 19 transmitting a petition signed by residents of Beaverton which refers to a pavement widening project there.

Due to bad working conditions and a short season during the year of 1955, the contractor was unable to do the work during that season. It is anticipated that the project will be started soon and in ample time to complete it this year.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc Mr. Forrest Cooper

RECEIVED
JUN 21 1956
FOR FILING

34-1605

4441

Cross Referenced To:
Adm
Petitions
[illegible]

June 20, 1956

Mr. J. B. Castles
c/o Castles & Musick
395 N. W. Canyon Road
Beaverton, Oregon

Dear Mr. Castles:

This will acknowledge your letter of June 19, 1956 and the two petitions transmitted therewith concerning certain highway construction work that is under contract to Porter Yett in your City.

I am referring the petitions to the State Highway Engineer, who I am sure will take action as is necessary to correct the situation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:blm

cc R. H. Baldock
W. C. Williams

LAW OFFICES OF
CASTLES & MUSICK
395 N.W. CANYON ROAD
BEAVERTON, OREGON
MITCHELL 4-2146

JAMES B. CASTLES
ALBERT R. MUSICK

PORTLAND OFFICE
1212 CASCADE BUILDING
ATWATER 8317

June 19, 1956

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

We enclose two petitions dated June 14, 1956 relative to improvements on Canyon Road, also known as Tualatin Highway, within the City of Beaverton and its vicinity.

We would appreciate being advised as to the reaction to these petitions and when results may be expected.

Very truly yours,

JBCastles
Of Castles & Musick

JBC:rid
Encls.

RECEIVED
JUN 20 1956
OREGON
STATE HIGHWAY COMMISSION

OWLEDGED
C. GLAISYER

PETITION

Beaverton, Oregon
June 14, 1956

To STATE HIGHWAY COMMISSION
STATE OF OREGON
Salem, Oregon

And To

R. H. BALDOCK
State Highway Engineer
Salem, Oregon

WHEREAS, the undersigned, being property owners and/or owners of businesses abutting upon Canyon Road, also known as Tualatin Highway, within the City of Beaverton and its vicinity, have for a period of years been caused to endure conditions of dust, mud and chuck holes in the gravel portion of said highway between the paved portion of said highway and the curb line of their property, causing some of the undersigned to expend labor and expense to clean their properties of the mud, gravel, debris and dirt thrown upon their premises from the gravel shoulders of the highway by traffic upon said highway and to endure the embarrassment of unsightly conditions existing upon the roadway in front of their premises; and

WHEREAS, protests of this condition have been made to the City of Beaverton, Oregon, which disclaims any jurisdiction or authority to make any improvements, since the conditions exist upon State of Oregon highway property; and the only governmental body having power to remedy this condition is the State Highway Commission of the State of Oregon; and

WHEREAS, it is the understanding of the undersigned that a contract was let by the State Highway Commission on May 26, 1955 to Porter Yett for the paving of the surface of the gravel shoulders of said highway whereby said contractor was bound to perform said contract on or before August 31, 1955, and that said paving has not been accomplished to date hereof, and that said deplorable and unsightly conditions continue to exist, and will continue to exist until the State Highway Commission takes proper steps to remedy said conditions;

NOW, THEREFORE, the undersigned, and each of them, do respectfully request and petition that the State Highway Commission require that Porter Yett immediately perform his said contract with the State Highway Commission if said contract still be in effect, or in the alternative, enter into another contract with another contractor who will promptly pave the gravel portion of said Canyon Road and thereby remedy and abate the nuisance that now exists, as aforesaid.

Names	Addresses
Carroll's Breakin Cafe	526 N.W. Canyon Road
LeRoy Williamson	543 N.W. Canyon Rd.
William V Zartman MD	495 N.W Canyon Rd
Everett L. [illegible] M.D.	495 N.W Canyon Rd.

Names	Addresses
Dr. W. S. Sanderson	495 NW Canyon Rd
Peter C. Heisel	365 N.W. Canyon Rd
Coffee Automatic Supply	531 N.W. Canyon Rd
Ernest W. Martell	311 N.W. [illegible] Rd Beaverton
Lena Mayfield	378 N.W. Broadway
Harry P. Davidson	307 N.W. Canyon Road
Alfred Richard	305 NW Canyon Rd.
[illegible]	9505 SW Canyon Rd.
Dong Lyung	43 N.W. Canyon Rd
[illegible]	[illegible] S.W. Canyon Rd.
G. F. Otto	185 N. Hall St. Beaverton, Oregon
Mrs. [illegible] Haynty	55 N.E. Canyon Rd Beaverton Ore.
Eldon V. Hart	105 NE Canyon Rd
Dr. W. P. Williams	393 N.W. Canyon Rd.
Howard L. [illegible]	621 N.W. Canyon Road

PETITION

Beaverton, Oregon
June 14, 1956

To STATE HIGHWAY COMMISSION
STATE OF OREGON
Salem, Oregon

And To

R. H. BALDOCK
State Highway Engineer
Salem, Oregon

WHEREAS, the undersigned, being property owners and/or owners of businesses abutting upon Canyon Road, also known as Tualatin Highway, within the City of Beaverton and its vicinity, have for a period of years been caused to endure conditions of dust, mud and chuck holes in the gravel portion of said highway between the paved portion of said highway and the curb line of their property, causing some of the undersigned to expend labor and expense to clean their properties of the mud, gravel, debris and dirt thrown upon their premises from the gravel shoulders of the highway by traffic upon said highway and to endure the embarrassment of unsightly conditions existing upon the roadway in front of their premises; and

WHEREAS, protests of this condition have been made to the City of Beaverton, Oregon, which disclaims any jurisdiction or authority to make any improvements, since the conditions exist upon State of Oregon highway property; and the only governmental body having power to remedy this condition is the State Highway Commission of the State of Oregon; and

WHEREAS, it is the understanding of the undersigned that a contract was let by the State Highway Commission on May 26, 195[illegible] to Porter Yett for the paving of the surface of the gravel shoulders of said highway whereby said contractor was bound to perform said contract on or before August 31, 1955, and that said paving has not been accomplished to date hereof, and that said deplorable and unsightly conditions continue to exist, and will continue to exist until the State Highway Commission takes proper steps to remedy said conditions;

NOW, THEREFORE, the undersigned, and each of them, do respectfully request and petition that the State Highway Commission require that Porter Yett immediately perform his said contract with the State Highway Commission if said contract still be in effect, or in the alternative, enter into another contract with another contractor who will promptly pave the gravel portion of said Canyon Road and thereby remedy and abate the nuisance that now exists, as aforesaid.

Names.	Addresses
British Motors [illegible]	[illegible] SW Canyon Beaverton
L. G. Bramhall	11350 S.W. Canyon Road
[illegible]	11350 SW Canyon Rd.
Wilshire House [illegible]	11350 S.W. Canyon Rd.

Names	Addresses
Walter Becker	121 N.W. Canyon Rd.
Carl E. Nilsen	202 N. Broadway St.
Sam Robertson	314 N. Broadway St.
Arthur J. Poulin	526-516 N.W. Canyon Rd - Owner
Arthur J. Poulin	11865 S.W. Canyon Rd. Owner
Arthur Poulin	11500 S.W. Canyon Rd Owner
Arthur J Poulin	11867 S.W. Canyon Rd - Owner
Eyes Beauty [illegible]	11500 SW Canyon Rd.
L. J. Parson	11430 S.W. Canyon Road
A. E. Parker	11360 S.W. Canyon Road
Acme Linoleum Co by [illegible]	11340 S.W. Canyon Road.
[illegible]	615 N.W. Tualatin Hwy.
Cook's Cleaners	375 Canyon Road.
Albert R. [illegible]	395 N.W. Canyon Road, Beav
James B. Castler	395 NW Canyon Rd, Beaverton, Oregon

RECEIVED
JUN 28 1955
FOR FILING

34-1605

4449

June 27, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We enclose herewith for your files a fully executed copy of contract No. 4449, which was awarded to you by the State Highway Commission on May 26, for shoulder paving on the Beaverton Section of the Tualatin Valley Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

B

RECEIVED
MAY 27 1955

34-1605
4449

May 27, 1955

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

The State Highway Commission on May 26, 1955 awarded to you State Highway Contract No. 4449 for grading and paving on the Beaverton section of the Tualatin Valley Highway in Washington County.

This award was based on your bid of $4,040 which was the low bid submitted to the Commission on that day for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

F-304(2) Flavel St.-Clackamas O'Xing 1955
Sec., Cascade Hwy.
#4450 [redacted]

CPR8-2136

Form PR 2 (Revised 1950)

State Oregon

Project No. F-304(2)

U. S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of August, 1956, by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Commissioner of Public Roads, Bureau of Public Roads, Department of Commerce, hereinafter called the Commissioner, pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of March, 1955, a program, which was approved on the 24th day of March, 1955, for the project hereinafter described; and

Whereas the Highway Department, in accordance with the regulations promulgated for the administration of the act, has furnished surveys, plans, specifications, and/or estimates for said project; and

Whereas the District Engineer of the Bureau of Public Roads approved said surveys, plans, specifications, and/or estimates on the 29th day of March, 1955, and the sum of one hundred fifty-three thousand and 00/100 dollars ($153,000.00) as the share of the United States payable under said act on account of said project which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Commissioner do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department for said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

WORK EMBRACED IN PROJECT

Article II. This agreement covers the following work as described in detail in said surveys, plans, specifications, and/or estimates:

Between Stations 384+35 and 468+50, south of Portland

, length 1.554 miles, in Clackamas County, being Oregon project No. F-304(2), consisting of 1.554 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,* ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are by reference made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Bureau of Public Roads and in accordance with the laws of said State, Federal regulations hereinbefore mentioned, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Bureau of Public Roads.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the work covered by this agreement shall not in any event exceed the sum of one hundred fifty-three thousand and 00/100 dollars ($153,000.00), which does not exceed the authorized Federal pro rata share of two hundred forty-seven thousand, four hundred twelve and 00/100 dollars ($247,412.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the work on said project progresses, the Bureau of Public Roads shall from time to time submit vouchers to the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share as above specified, of the value, as determined by the Bureau of Public Roads after inspection and approval, of the labor and materials which have actually been put into said work in compliance with the requirements of Article III hereof.

The Commissioner reserves the right to withhold such sum as he may deem necessary to insure completion of the work in compliance with this agreement.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said act of July 11, 1916, and acts amendatory thereof or supplementary thereto, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 529, Laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. ____________

In witness whereof the parties have hereunto affixed their signatures as of the day and year first above written.

OREGON STATE HIGHWAY COMMISSION,

(Official title of Highway Department)

By ____ Chairman, State Highway Commission

(Title of officer)

By ____ Member, State Highway Commission

(Title of officer)

By ____ Member, State Highway Commission

(Title of officer)

By ____________

(Title of officer)

By ____________

(Title of officer)

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

COMMISSIONER OF PUBLIC ROADS,

By ____________

Division Engineer,
Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379-6

Oregon State Highway Department

Federal Aid
Project No. F-304 (2)

SOUTH UNIT, FLAVEL STREET-CLACKAMAS OVERCROSSING
SECTION OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, March 25, 1955

Type Code 6201
Roadway (Sta. 384+35 to Sta. 451+31.04)

All Required		Clearing and Grubbing (40%)		$ 2,000.00
670	lin.ft.	Salvaging and Reinstalling Guard Rail	$ 1.25	837.50
5,820	cu.yds.	Drainage Excavation, Unclassified	2.50	14,550.00
59,500	cu.yds.	Special Borrow Excavation, Unclassified	0.35	20,825.00
14,060	cu.yds.	General Excavation, Unclassified	0.40	5,624.00
28,500	yd.mi.	Truck Haul	0.18	5,130.00
1.27	miles	Finishing Roadbed and Slopes	750.00	952.50
1,620	lin.ft.	12-inch Corrugated Metal Pipe	3.00	4,860.00
56	lin.ft.	43-inch Arch Type Corrugated Metal Pipe	16.00	896.00
76	lin.ft.	36-inch Concrete Pipe	8.00	608.00
70	lin.ft.	48-inch Concrete Pipe	13.00	910.00
860	lin.ft.	12-inch Sewer Pipe	2.25	1,935.00
600	lin.ft.	18-inch Sewer Pipe	3.25	1,950.00
1,000	lin.ft.	21-inch Sewer Pipe	4.75	4,750.00
1,230	lin.ft.	36-inch Sewer Pipe	7.50	9,225.00
460	lin.ft.	Extra for Pipe Under Pavement	2.00	920.00
40	cu.yds.	Class "A" Concrete	40.00	1,600.00
5,000	lbs.	Metal Reinforcement	0.14	700.00
12	only	Concrete Manholes	250.00	3,000.00
40	only	Concrete Catch Basins	75.00	3,000.00
1	only	Special Concrete Inlet Box	100.00	100.00
360	cu.yds.	Concrete Curbs	40.00	14,400.00
26,100	cu.yds.	Coarse Crushed Material in Base	2.25	58,725.00
3,400	cu.yds.	3/4" - 0 Material in Base and Shoulders	2.50	8,500.00
780	M-gals.	Sprinkling	2.50	1,950.00
1.27	miles	Preparation of Base	200.00	254.00
380	cu.yds.	3/4" - 0 Material in Binder Course	3.00	1,140.00
60	tons	RC-3 Asphalt in Binder Course	38.00	2,280.00
4	tons	RS-1 Asphalt in Tack Coat	38.00	152.00
11,300	tons	Class "B" Asphaltic Concrete	5.50	62,150.00
64	only	Extra for Asphaltic Concrete Approaches	25.00	1,600.00
4,000	lin.ft.	1-inch Asphaltic Concrete Traffic Markers	1.00	4,000.00
		Subtotal		$239,524.00
		10% Engr. & Cont.		23,952.40
		Total		$263,476.40

Length of Roadway	1.268 Miles
Cost of Roadway Per Mile	$207,788.95

Type Code 1010
Roadway (Sta. 451+31.04 to Sta. 468+50)

All Required	Clearing and Grubbing (10%)		$ 500.00
1,530 lin.ft.	Salvaging and Reinstalling Guard Rail	$ 1.25	1,912.50
280 cu.yds.	Drainage Excavation, Unclassified	2.50	700.00
740 cu.yds.	General Excavation, Unclassified	0.40	296.00
59,500 yd.mi.	Truck Haul	0.18	10,710.00
0.28 mile	Finishing Roadbed and Slopes	750.00	210.00
90 cu.yds.	Class "A" Concrete	40.00	3,600.00
14,000 lbs.	Metal Reinforcement	0.14	1,960.00
20 M-gals.	Sprinkling	2.50	50.00
	Subtotal		$19,938.50
	10% Engr. & Cont.		1,993.85
	Total		$21,932.35

Length of Roadway	0.286 Miles
Length of Structure	0.040 Mile
Total Length	0.326 Mile
Cost of Roadway Per Mile	$76,686.53

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Grade & Pave)	$263,476.40	$162,475.00	$101,001.40
Roadway (Grading)	21,932.35	13,525.00	8,407.35
	$285,408.75	$176,000.00	$109,408.75

Oregon State Highway Department

Federal Aid
Project No. F-304(2)

SOUTH UNIT, FLAVEL STREET-CLACKAMAS OVERCROSSING SECTION OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, June 5, 1956

Type Code 6201
Roadway (Sta. 304+35 to Sta. 451+31.04)(Contract No. 4450)

All	Required	Clearing and Grubbing (40%)	$	$ 1400.00
670	lin. ft.	Salvaging and Reinstalling Guard Rail	1.50	1,005.00
5,820	cu. yds.	Drainage Excavation, Unclassified	1.50	8,730.00
59,500	cu. yds.	Special Borrow Excavation, Unclassified	0.25	14,875.00
14,060	cu. yds.	General Excavation, Unclassified	0.45	6,327.00
28,500	yd. mi.	Truck Haul	0.12	3,420.00
1.27	miles	Finishing Roadbed and Slopes	500.00	635.00
1,620	lin. ft.	12-inch Corrugated Metal Pipe	2.75	4,455.00
56	lin. ft.	43-inch Arch Type Corrugated Metal Pipe	16.00	896.00
76	lin. ft.	36-inch Concrete Pipe	9.00	684.00
70	lin. ft.	48-inch Concrete Pipe	12.50	875.00
860	lin. ft.	12-inch Sewer Pipe	1.60	1,376.00
600	lin. ft.	18-inch Sewer Pipe	2.55	1,530.00
1,000	lin. ft.	21-inch Sewer Pipe	3.45	3,450.00
1,230	lin. ft.	36-inch Sewer Pipe	6.50	7,995.00
460	lin. ft.	Extra for Pipe Under Pavement	2.50	1,150.00
40	cu. yds.	Class "A" Concrete	52.00	2,080.00
5,000	lbs.	Metal Reinforcement	0.12	600.00
12	only	Concrete Manholes	180.00	2,160.00
40	only	Concrete Catch Basins	65.00	2,600.00
1	only	Special Concrete Inlet Box	125.00	125.00
360	cu. yds.	Concrete Curbs	38.00	13,680.00
26,100	cu. yds.	Coarse Crushed Material in Base	1.80	46,980.00
3,400	cu. yds.	3/4" - 0 Material in Base & Shoulders	2.60	8,840.00
780	M-gals.	Sprinkling	2.00	1,560.00
1.27	mile	Preparation of Base	200.00	254.00
380	cu. yds.	3/4" - 0 Material in Binder Course	3.50	1,330.00
60	tons	RC-3 Asphalt in Binder Course	40.00	2,400.00
4	tons	RS-1 Asphalt in Tack Coat	70.00	280.00
11,300	tons	Class "B" Asphaltic Concrete	5.50	62,150.00
64	only	Extra for Asphaltic Concrete Approaches	25.00	1,600.00
4,000	lin. ft.	1-inch Asphaltic Concrete Traffic Markers	0.60	2,400.00
			Subtotal	$207,842.00
			10% Engr. & Cont.	20,784.20
			Total	$228,626.20

Length of Roadway	1.268 Miles
Cost of Roadway Per Mi.	$180,304.57

[illegible]+11.04 to Sta. 168+50)(Contract No. 4450)

[illegible]	Clearing and Grubbing (10%)	$	$ 350.00
[illegible] Lin. Ft.	Salvaging and Reinstalling Guard Rail	1.50	2,295.00
[illegible] Cu. Yds.	Drainage Excavation, Unclassified	1.50	420.00
[illegible] Cu. Yds.	Channel Excavation, Unclassified	0.45	333.00
[illegible]	Truck Haul	0.12	7,140.00
[illegible] Mile	Finishing Roadbed and Slopes	500.00	140.00
[illegible] Cu. Yds.	Class "A" Concrete	52.00	4,680.00
[illegible] Lbs.	Metal Reinforcement	0.12	1,680.00
[illegible]	Sprinkling	2.00	40.00
	Subtotal		$17,078.00
	10% Engr. & Cont.		1,707.80
	Total		$18,785.80

Length of Roadway	0.286 Mile
Length of Structure	0.040 Mile
Total Length	0.326 Mile
Cost of Roadway Per Mi.	$65,684.61

Summary of Funds

[illegible]	Total Cost	Federal Funds	State Funds
Roadway (Grade & Pave)	$228,626.20	$141,383.00	$87,243.20
Roadway (Grading)	18,785.80	11,617.00	7,168.80
	$247,412.00	$153,000.00	$94,412.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. F-304 (2)

SOUTH UNIT, FLAVEL STREET-CLACKAMAS OVERCROSSING
SECTION OF THE CASCADE HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement).

Salem, Oregon, March 25, 1955

Type Code 6201
Roadway (Sta. 334+35 to Sta. 451+31.04)

All Required	Clearing and Grubbing (40%)		$ 2,000.00
670 lin.ft.	Salvaging and Reinstalling Guard Rail	$ 1.25	837.50
5,820 cu.yds.	Drainage Excavation, Unclassified	2.50	14,550.00
59,500 cu.yds.	Special Borrow Excavation, Unclassified	0.35	20,825.00
14,060 cu.yds.	General Excavation, Unclassified	0.40	5,624.00
28,500 yd.mi.	Truck Haul	0.18	5,130.00
1.27 miles	Finishing Roadbed and Slopes	750.00	952.50
1,620 lin.ft.	12-Inch Corrugated Metal Pipe	3.00	4,860.00
56 lin.ft.	43-Inch Arch Type Corrugated Metal Pipe	16.00	896.00
76 lin.ft.	36-Inch Concrete Pipe	8.00	608.00
70 lin.ft.	48-Inch Concrete Pipe	13.00	910.00
860 lin.ft.	12-Inch Sewer Pipe	2.25	1,935.00
600 lin.ft.	18-Inch Sewer Pipe	3.25	1,950.00
1,000 lin.ft.	21-Inch Sewer Pipe	4.75	4,750.00
1,230 lin.ft.	36-Inch Sewer Pipe	7.50	9,225.00
460 lin.ft.	Extra For Pipe Under Pavement	2.00	920.00
40 cu.yds.	Class "A" Concrete	40.00	1,600.00
5,000 lbs.	Metal Reinforcement	0.14	700.00
12 only	Concrete Manholes	250.00	3,000.00
40 only	Concrete Catch Basins	75.00	3,000.00
1 only	Special Concrete Inlet Box	100.00	100.00
360 cu.yds.	Concrete Curbs	40.00	14,400.00
26,100 cu.yds.	Coarse Crushed Material in Base	2.25	58,725.00
3,400 cu.yds.	3/4" - 0 Material in Base and Shoulders	2.50	8,500.00
780 M-gal.	Sprinkling	2.50	1,950.00
1.27 mile	Preparation of Base	200.00	254.00
380 cu.yds.	3/4" - 0 Material in Binder Course	3.00	1,140.00
60 tons	RC-3 Asphalt in Binder Course	38.00	2,280.00
4 tons	RS-1 Asphalt in Tack Coat	38.00	152.00
11,300 tons	Class "B" Asphaltic Concrete	5.50	62,150.00
64 only	Extra For Asphaltic Concrete Approaches	25.00	1,600.00
4,000 lin.ft.	1-Inch Asphaltic Concrete Traffic Markers	1.00	4,000.00
			239,524.00
	Subtotal		~~$239,524.90~~
	10% Engr. & Cont.		~~23,952.49~~ 23,952.40
	Total		~~$263,477.39~~
			263,476.40

Length of Roadway	1.268 Miles
Cost of Roadway Per Mile	~~$207,789.73~~
	207,788.95

Type Code 1010
Roadway (Sta. 451+31.04 to Sta. 468+50)

All Required	Clearing and Grubbing (10%)		$ 500.00
1,530 lin.ft.	Salvaging and Reinstalling Guard Rail	$ 1.25	1,912.50
280 cu.yds.	Drainage Excavation, Unclassified	2.50	700.00
740 cu.yds.	General Excavation, Unclassified	0.40	296.00
59,500 yd.mi.	Truck Haul	0.18	10,710.00
0.28 mile	Finishing Roadbed and Slopes	750.00	210.00
90 cu.yds.	Class "A" Concrete	40.00	3,600.00
14,000 lbs.	Metal Reinforcement	0.14	1,960.00
20 M-gal.	Sprinkling	2.50	50.00
	Subtotal		$ 19,938.50
	10% Engr. & Cont.		1,993.85
	Total		$ 21,932.35

Length of Roadway	0.286 Miles
Length of Structure	0.040 Mile
Total Length	0.326 Mile
Cost of Roadway Per Mile	$76,686.53

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway (Grade & Pave)	263,476.40 ~~$263,477.39~~	$162,475.00	101,001.40 ~~$101,002.39~~
Roadway (Grading)	21,932.35	13,525.00	8,407.35
	~~$285,409.74~~ 285,408.75	$176,000.00	~~$109,409.74~~ $109,408.75

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F-304 ([illegible])

NOTED

July 9th, 1956

FINAL COST ANALYSIS

Flavel St.-Clackamas Overcrossing Grading and Paving

Cascade Secondary

Logan & Taylor, Contractors

Milton J. Merrin, Jr., Resident Engineer

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	$3,710.49	$3,500	$ 3,710.49	$ 3,500.00
Removal of Walks & Driveway	209.7	Sq. Yd.	0.70	0.50	146.57	104.85
Removal of Catch Basins	7	Each	18.58	25.00	130.04	175.00
Salvage & Reinstall Guard Rail	765	Lin. Ft.	1.48	1.50	1,131.39	1,147.50
Ø Drainage Excav., Unclass.	8,266	Cu. Yd.	1.30	1.50	10,745.80	12,399.00
Special Borrow Excav., Unclass.	41,837.6	" "	0.24	0.25	10,222.77	10,459.40
General Excav., Unclass.	26,770.1	" "	0.41	0.45	10,912.60	12,046.55
Truck Haul	80,031.1	Yd. Mi.	0.09	0.12	7,180.37	9,603.73
Finish R/B & Slopes	3.02	Mile	581.90	500.00	1,757.44	1,510.00
Ø 12" Corr. Metal Pipe	3,887	Lin. Ft.	2.74	2.75	10,650.38	10,689.25
Ø 43" Arch Type Corr. Metal Pipe	47	" "	15.98	16.00	751.06	752.00
Ø 36" Concrete Pipe	72	" "	9.00	9.00	648.00	648.00
Ø 48" " "	64	" "	12.50	12.50	800.00	800.00
Ø 12" Sewer Pipe	3,047	" "	1.56	1.60	4,753.32	4,875.20
Ø 18" " "	4,744	" "	2.50	2.55	11,860.00	12,097.20
Ø 21" " "	1,900	" "	3.40	3.45	6,460.00	6,555.00
Ø 36" " "	1,376	" "	6.40	6.50	8,806.40	8,944.00
Ø Extra for Pipe Under Pavement	1,394.3	" "	2.25	2.50	3,137.18	3,485.75
Ø Class "A" Concrete	134.46	Cu. Yd.	52.00	52.00	6,991.92	6,991.92
Ø Metal Reinforcement	21,974	Lb.	0.12	0.12	2,636.88	2,636.88
Ø Concrete Manholes	46	Each	180.00	180.00	8,280.00	8,280.00
Ø Concrete Catch Basins	132	"	60.00	65.00	7,920.00	8,580.00
Ø Special Concrete Inlet Box	1	"	125.00	125.00	125.00	125.00

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Ø Concrete Curbs	712.29	Cu. Yd.	$ 37.00	$ 38.00	$ 26,354.73	$ 27,067.02
Coarse Cr. Mat'l. in Base	40,347	" "	1.85	1.80	74,654.99	72,624.60
3/4"-0 Mat'l. in Base and Shoulders	5,921	" "	2.54	2.60	15,066.92	15,394.60
Sprinkling	463.6	M/Gal.	1.63	2.00	753.84	927.20
* Preparation of Base	2.74	Mile	192.50	200.00	527.45	548.00
* 3/4"-0 Mat'l. in Binder	424	Cu. Yd.	3.50	3.50	1,484.00	1,484.00
* RC-3 Asphalt in Binder Course	72.465	Ton	40.00	40.00	2,898.00	2,898.60
* RS-1 Asphalt in Tack Coat	6.085	"	70.00	70.00	425.95	425.95
* Class "B" Asphaltic Concrete	18,110.531	"	5.50	5.50	99,607.92	99,607.92
* Extra for Asphaltic Concrete Approaches	126	Each	25.00	25.00	3,150.00	3,150.00
* 1" Asphaltic Concrete Traffic Markers	4,181.1	Lin. Ft.	0.60	0.60	2,508.66	2,508.66
PA #1, Removal of Pavement	1,652.5	Sq. Yd.	0.30	0.35	495.75	578.38
PA #2, Remove & Reinstall Mail Box Posts	88	Each	2.20	2.40	193.60	211.20
PA #4, Remove Service Station Building	100%	All	50.00	50.00	50.00	50.00
PA #4, Removal of Fruit Stand	100%	All	25.00	25.00	25.00	25.00
Ø PA #5, 24" Sewer Pipe	463	Lin. Ft.	4.80	4.80	2,222.40	2,222.40
Ø PA #6, Removal of Curbs	273.9	" "	0.20	0.25	54.78	68.48
* PA #7, RS-1 Asphalt in Pavement Seal	91.175	Ton	41.00	45.00	3,738.18	4,102.88
* PA #7, ¼"-#10 Cr. Rock or Gravel in Pavement Seal	365	Cu. Yd.	4.00	4.10	1,460.00	1,496.50
PA #8, Reset Section Corner	100%	All	25.00	25.00	25.00	25.00
PA #8, Reset Traverse Sta. Bow	100%	All	35.00	35.00	35.00	35.00
PA #8, Reset Traverse Sta. C.O.D.	100%	All	25.00	25.00	25.00	25.00
Ø PA #9, Cement Adjustment, Favor of State	44.65	Bbl.		4.00		- 178.60

Item	Quantity	Unit	Unit Cost	Unit Bid	Total Cost	Gross Revenue
Ø PA #10, Reconstruct Concrete Driveway	44.3	Sq. Yd.	$4.00	$4.40	$ 177.20	$ 194.92
Force Account					849.38	966.61
					$356,291.75	$362,865.55

Gross Revenue	$362,865.55
Total Cost	356,291.75
Net Profit	$ 6,573.80

Net Profit Equals 1.81% of Gross Revenue

Ø Work done by Perkins Bros.
* Work done by Portland Road & Driveways

Flavel St.-Clackamas Overcrossing
Contract #4450

Detail of Cost

Labor:

Labor	$38,146.64	
Labor Insurance	3,792.39	
Health & Welfare	1,091.68	
		$ 43,030.71

Equipment Rental & Miscellaneous:

Equipment (Owned)	$22,611.58	
" (Rented)	2,169.00	
Gas, Oil & Grease	3,422.73	
Bond	1,139.80	
Move In, Freight & Cartage	280.00	
Small Tools	499.54	
P.L. & P.D. Insurance	469.19	
Home Office & General Overhead	2,216.73	
		32,809.17

Materials:

12" Corr. Metal Pipe	3,887	Lin. Ft.	at	$1.89	$ 7,346.43	
43" Arch Type Corr. Metal Pipe	47	" "	"	8.54	401.38	
36" Concrete Pipe	72	" "	"	4.76	342.73	
48" " "	64	" "	"	7.55	483.20	
12" Sewer Pipe	3,047	" "	"	0.78	2,376.66	
18" " "	4,744	" "	"	1.50	7,116.00	
21" " "	1,900	" "	"	1.90	3,648.00	
24" " "	463	" "	"	2.65	1,226.95	
36" " "	1,376	" "	"	4.76	6,549.76	
Coarse Mat'l. in Base (Crushed)	40,347	Cu. Yd.	"	1.00	40,347.00	
3/4"-0 Mat'l. in Base and Shoulders	6,345	" "	"	1.80	11,421.00	
						81,259.11
						$157,098.99

Work Done By:

Ø Perkins Bros.	$ 83,642.21	
* Portland Road & Driveways	115,800.16	
		199,442.37

Total Cost	$356,291.75

Remarks:

This was a "Federal Aid Primary and Federal Aid Urban Project" calling for widening of 3.02 miles of main highway roadbed and construction of approach roads and connections, involving approximately 24,400 cubic yards of roadway excavation and 59,500 cubic yards of borrow materials; 41,800 cubic yards of crushed materials in rock base and shoulders and construction of approximately 19,600 tons of asphaltic concrete pavement.

Awarding of the contract was delayed due to right of way acquisition. Bids were opened April 13th, 1955. The contractor started work April 28th, 1955 and the contract was awarded May 27th, 1955. Work progressed very rapidly and was completed November 10th, 1955.

Contractor started clearing April 28th, 1955. This part of the work proved very costly due to the fact it was necessary to clear a small amount in one place and then skip a portion of the job and return at some later date. Power poles and telephone poles also were not moved.

Grading progressed very slowly due to right of way difficulties. Laying of pipe and concrete work was done by Perkins Bros.

Moving of utilities slowed up work considerably, causing numerous delays.

Placing of base rock was a slow process due to heavy traffic and small amounts delivered at a time. This was done so as not to leave any hazardous places overnight.

Portland Road & Driveways did Items 28, 29, 30, 31, 32, 33 and 34 and PA #7 at bid prices.

Equipment used on project: TD-6 with dozer, TD-18 with dozer, D-8 with dozer, two DW-10's with scrapers, DW-15 with scraper, two power graders, 3/4 cu. yd. backhoe, five 5-yard dump trucks, HD-5 Tracto-shovel, Galion roller, water wagon, HD-14 with front end loader, air compressor with tamping equipment, jackhammer and miscellaneous small tools.

Contractors' equipment was in good condition but delays caused by utilities, failure to remove water lines, gas lines, power poles and telephone systems, added to confusion of traffic, all contributing to the small profit. Bid prices were low.

R. D. Asburry
Chief Cost Analyst

By . . Harry R. Sturgis

RECEIVED
MAY 21 1956
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

(date)
May 16, 1956

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
4450	9-Final	Logan, Taylor and Company

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
9940	B-150811	$ 7,370.88	5/16/56

Mr. H. B. Glaisyer:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Ruth Rawlings
ACCOUNTING DIVISION

Specified completion Date: Oct. 15, 1955

Time Extensions: to Nov. 10, 1955

Completion Date: Nov. 10, 1955

Date Accepted: March 1, 1956

Penalties: None of record

Claims: None of record

Remarks:

Date: 5-17-56

To the Accounting Division:

Release of the above warrant is hereby authorized

H. B. Glaisyer
Secretary

Warrant Mailed: MAY 17 1956

Ruth Rawlings

NOTED ON CARD

RECEIVED
MAY 3 1956
FOR FILING

5-3-56
445

May 2, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

State Highway Contract No. 4450 for work performed on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties was completed by the contractor, Logan, Taylor & Co., on November 10, 1955 and was formally accepted by the Highway Commission on March 1,1955.

Final payment in the amount of $7,370.88 will be released to the contractor on or after May 12, 1956. The total contract amount is $362,865.55, of which amount $966.61 represents force account items.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
MAR 1 - 1956
FOR FILING

FORM E-30X—50,000—10-54—79484
F-304(3)

4450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29th, 1956

SUBJECT: Clackamas River Overcrossing Section

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

NOTED
W. C. WILLIAMS

Referring to the matter of the necessity of change of design to provide for additional base depths on the Clackamas River Overcrossing Section, I wish to advise that the plan recently submitted by A. E. Johnson is acceptable. This plan calls for additional crushed rock and will increase the cost of the project approximately $2,650.00.

In order to formalize this, I am having a new base design prepared which will come through channels. The purpose of this letter is to give you advance information.

Forrest Cooper

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
1956
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 27 1956
FOR FILING

F-[illegible]
4450

February 24, 1956

CERTIFIED MAIL

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Logan, Taylor & Co. on contract No. 4450, covering Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties. This payment, in the amount of $5,926.11, will be released to the contractor on or after March 5, 1956. The retained percentage is $10,994.68.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

[illegible]ED ON CARD

gl

F. 304 (2)

Form E-1-Rev 6-55—10M

9

ON STATE HIGHWAY DEPARTM

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 14, 1956

Section	Flavel St.-Clackamas Overcrossing	Kind of work	Grading & Paving
Highway	Cascade	Section prefix	103-1053
Contractor	Logan, Taylor & Co.	Contract number	4450
Date of contract	May 27, 1955	Date of completion	October 15, 1955
Date work started	April 28, 1955	Estimated date of completion	November 10, 1955
Project authorization	$435,075.75	Per cent of time elapsed	118.32 %
Exclusive of Engineering	$404,137.03		

Estimated cost of completed project, exclusive of engineering . . . $380,460.30

Estimated per cent ~~overrun~~ or underrun . . . 5.2 %

Per cent of contract completed, based on total contract price . . . 93.88 %

Engineering authorization . . . $30,938.72

Engineering cost to date $32,000.00, 103.43 %

Date project was completed November 10, 1955

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to Division office Tuesday February 14, 1956.

[illegible]

NOTED
L. H. Young

NOTED
~~FORREST COOPER~~

NOTED
W. T. WRIGHT

RECEIVED
FEB 16 1956
OFFICE OF
CONSTRUCTION ENGINEER

Signed Milton J. Merrin, Jr. by Lloyd P. Straw

Address P.O.Box 4699, Portland 2, Oregon.

Mail original copy to [illegible] and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NOTED
C. E. PAULSEN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.02	2.74			2.74
Miles partially completed	3.02	2.74			2.74
Miles completed	3.02	2.74			2.74
Total estimated quantities (contract)	83,900 C.Y.	44,500 C.Y.			20,300 Ton
Total quantities corrected to date	79,274 C.Y.	46,268 C.Y.			18,110 Ton
Estimated quantities moved or placed to date	79,274 C.Y.	46,268 C.Y.			18,110.53 Ton
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers..........., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JAN 6 1956
FOR FILING

F 324 (2)
4450

January 4, 1956

Logan, Taylor & Co.
7900 Killingsworth Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting held on December 19, 1955 had under discussion your request for an extension of time from October 15 to November 15, 1955 within which to complete your contract No. 4450, covering the Flavel Street-Clackamas Overcrossing on the Cascade Highway in Clackamas and Multnomah Counties.

We are pleased to inform you that the Highway Commission granted your request to November 10, 1955, the actual completion date of the contract, without penalty. The action of the Commission was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: A. G. Skelton,
Division Engineer

Milton Merrin,
Resident Engineer

Forrest Cooper,
Construction Engineer

RECEIVED
DEC 27 1955
FOR FILING
FORM E-30X—80,000—10-54—79484

3 4 [illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22nd, 1955

SUBJECT: Flavel St.-S.P. Overcrossing

To: Mr. F. B. Crandall
Traffic Division
Office

This is written as a memo to Mr. Williams' instructions re investigation of footpaths on the Flavel St.-S.P. Overcrossing Section of the Cascade Highway in Clackamas County.

I suggest that you and I go down there, preferably in the week between Christmas and New Year's, and give it the once-over in the field along with Al Skelton. I have to see Skelton on some other matters and could incorporate this with them it if meets with your approval.

Will you please advise.

Forrest Cooper
Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
DEC 2[illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 19 1955
FOR FILING

F [illegible] (3)
4.15

December 16, 1955

Glens Falls Insurance Co.
Pacific Coast Department
Mills Tower
San Francisco 4, Calif.

Gentlemen:

It is the intention of the State Highway Commission to release to Logan, Taylor & Co. a portion of the funds heretofore retained by the Commission on contract No. 4450, covering the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties.

This payment, in the amount of $20,911.35, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $10,811.40. The present payment will be released on or after December 27, 1955.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and the state assumes no responsibility for such claims should there be any.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Amerata & Schram
440 Mead Bldg.
Portland 4, Oregon

NOTED ON CARD

RECEIVED
DEC 30 1955
FOR FILING

F-304 (2)

4450

IONERS
NDLER, CHAIRMAN
Y
H. REYNOLDS, MEMBER
GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

December 13, 1955

Mr. Charles E. Langley, Secretary
Kendall Community Club
8626 S. E. Garden Lane
Portland 66, Oregon

Dear Mr. Langley:

This will acknowledge your letter of November 30, 1955 just received, relative to the construction of sidewalks along 82nd Avenue for the benefit and safety of pedestrians, particularly school children who are obliged to walk along this highway in going to and from school, church services, and other functions of everyday life.

I will bring your letter to the attention of the members of the State Highway Commission and the State Highway Engineer. You will be informed when action has been taken on it.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

COPY

HBG:blm

cc: Commissioners ✓
R. H. Baldock ✓

Kendall Community Club
8101 S. E. Cornwell Street
Portland 66, Oregon

Portland, Oregon
Nov.30, 1955

To:
State Highway Commission
Salem, Oregon.

Copy to:
R.H.Baldook
Salem,Oregon.

From:
Kendall Community Club
8101 S.E.Cornwell St.
Portland-66-Oregon.

Dear sirs,

A Citizens Committe for 82nd. Ave. Sidewalks--- Composed of seven local organizations and Kendall Community Club as one of them undertook a survey to determine the desires of the property owners and to what lengths they would go to secure these sidewalks for the safety of pedestrians, especially the youngsters who must use this very busy thoroughfare in going to and from school, church services, and other functions of the every day life.

This survey began at Glencoe Road on the south and extended to Flavel St. on the north. Contacts with property owners shows 79% in favor of sidewalks 4% against and 17% indifferent. Of those interested 76% were willing to deed three feet of their property in exchange for sidewalks. Twenty four percent were willing to sell to the state three feet of their property for sidewalk purposes. A very small percentage of property owners could not be reached for various reasons.

Again as a safety measure this group is ready to extend itself to obtain relief from the hazardous condition as now existing in this 82nd. Ave. area.

Respectfully yours,

Chas. E. Langley
Chas.E.Langley
Sec. Kendall Community Club
8626 S.E.Garden Lane
Portland-66-Oregon

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DEC 12 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 6 - 1955
FOR FILING

F 2nd (2)
445

December 5, 1955

Request for extension of time
No. 21
December 19 and 20 meeting

Oregon State Highway Commission

Gentlemen:

Herewith is a request from Logan, Taylor and Company for an extension of time on the Flavel St.-Clackamas Overcrossing project on the Cascade Highway, Contract No. 4450, from October 15, 1955 to November 15, 1955.

Award of this contract was delayed due to a delay in right-of-way acquisition, and, after the contract was awarded, there was still a further delay caused by the slowness of the utility companies in moving their service lines.

The contractor worked very diligently on this project and actually completed it on November 10. I recommend that the extension be granted to and including that date without penalty. Mr. C. G. Polk, of the Bureau of Public Roads, concurs in this recommendation.

Very truly yours,

W. C. Williams
Acting State Highway Engineer

Attachment

cc Mr. Forrest Cooper

RECEIVED
NOV 17 1955
FOR FILING

FORM 830—50M—8-55 92986
F-4([illegible])
44[illegible]
6175

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1955

SUBJECT: Flavel St.-Clackamas O'Xing Section
Re: Assignment No. 6175

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

NOTED
W. C. WILLIAMS

L

Our Resident Engineer Milton Merrin met with Mr. Elliott November 4. He determined that the water condition referred to by Mr. Elliott in his post card is a ponding caused by the curb being higher than Mr. Elliott's land immediately in back of the curb.

As a remedial measure, it is recommended that Mr. Elliott build a catch basin on his property to collect this water and that he be permitted to drain this catch basin into our storm sewer facilities.

Mr. Skelton advises that District Maintenance Superintendent Rohrbough is going to call on Mr. Elliott and make some such arrangement as noted above.

Copies of Skelton's and Merrin's letters concerning this matter are attached.

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

RECEIVED
NOV 1[illegible] 1955
[illegible]
STATE HIGHWAY ENGINEER

FORM E-30X—50,000—10-54—79484

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 13th, 1955

SUBJECT:

To: Mr. Forrest Cooper
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Dear Sir:

Under date of November 1st you wrote forwarding copy of a card from Mr. C. A. Elliott of 9691 S. E. 82nd Avenue. Mr. Elliott advised that he had a drainage problem on his service station property, which is on the west side of 82nd Avenue, and is within the limits of the Flavel Street-Clackamas Overcrossing Project on the Cascade Secondary Highway. You asked that the resident engineer in charge check with Mr. Elliott on this matter, and advise your office of necessary remedial matters.

I am enclosing herewith copy of Milton J. Merrin's report of November 4th, 1955 on this matter. You will note from this report that part of the service station property is lower than our new curb line on 82nd Avenue in front of his place. This permits water to stand between his pump island and the curb during heavy rain. The remedial measures necessary as mentioned by Merrin, would be the draining of this low area into our catch basin, which would handle the situation properly. I can see no objection that we would have to permitting Mr. Elliott to drain this area into our catch basin, and this appears to be the simplest way of handling the problem. The only other method would be for him to raise the grade of his yard to our grade, so that drainage would run from his property on to the highway.

I do not believe that this is a responsibility of the state, and I am having district maintenance superintendent, Darel Rohrbough, check with Mr. Elliott on this matter to see if a satisfactory permission can be reached, as mentioned above.

Yours very truly,

A. G. SKELTON
Division Engineer

RECEIVED
NOV 15 1955
OFFICE OF
CONSTRUCTION ENGINEER

AGS:w
Encl.
cc: Milton J. Merrin
D. D. Rohrbough

OREGON STATE HIGHWAY DEPARTMENT

[illegible]

[illegible], Oregon

November 4, 1955

[illegible]

To:

Mr. A.C. Shelton
[illegible]
[illegible]

Dear Sir:

Earlier today I met with Mr. C.A. Elliot, the writer of the attached card and referred to by Mr. L.W. Young in his attached letter to you of November 1, 1955.

The water condition referred to by Mr. Elliot is located in his service station area back of the newly constructed curb on [illegible] Avenue. The service station driveway area has a grade which is one to three inches below the pavement grade in front of his [illegible] slope and the driveway area then slopes toward the highway. This results in the formation of a basin between our curb and Mr. Elliot's service station building which collects a sizable amount of water during periods when it is raining. At present Mr. Elliot has no means of getting rid of this water.

There is a catch basin located in the gutter by the curb directly in front of Mr. Elliot's gasoline pumps. I would recommend that the State allow Mr. Elliot on a permit basis to construct a drain on his property which could be piped into the catch basin. Our drainage system in that area is more than ample to accommodate the relatively small amount of runoff from Mr. Elliot's driveway area.

Very truly yours,

Milton J. Marrin, Jr.

Milton J. Marrin Jr.
Resident Engineer

ASSIGNMENT

Date: October 31, 1955 No. 6175 By wcw

Description: Postal card of October 29 from C. A. Elliott, 9691 S.E. 82nd Ave., Portland re drainage in front of his service station

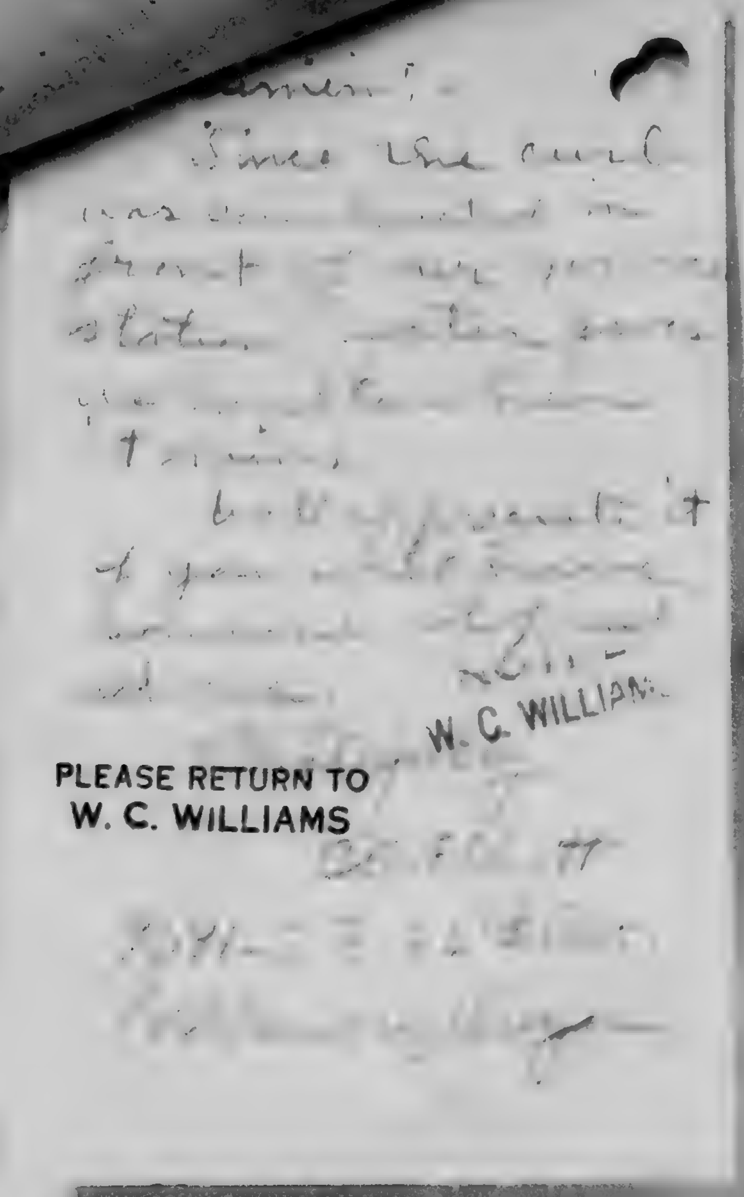
Acknowledged by_____ Referred to ✓ COOPER

__Investigate and report with recommendation
XX Such action as necessary and report
__Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.________
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 11-15-55 Report Received__________



[illegible]!

Since the card was [illegible] in front of my [illegible] station [illegible] you [illegible]

[illegible] it [illegible]

[illegible]

W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

[illegible]

RECEIVED
NOV 15 1955
FOR FILING

F-304(2)
4450

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Flavel Street-Clackamas Overcrossing, Contract No. 4450, Oregon F-304 (2), from October 15, 1955 to November 10, 1955.

The award of this contract was delayed a certain amount of time due to the delay of the right of way acquisition, and after the contract was awarded there was still a further delay caused by the slowness of the utility companies in moving their service lines.

The contractor worked very diligently on this project, and I would recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

cc to: Forrest Cooper

RECEIVED
NOV 15 1955
FOR FILING

F-304(2)
4450

6

November 15, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 10, 1955, on Contract No. 4450, Flavel Street-Clackamas Overcrossing Section, in Clackamas and Multnomah Counties, in connection with Federal Aid Project No. F-304(2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

cc: John Cottrall

RECEIVED
NOV 2 1955
FOR FILING

F-3-4(2)

4432

November 2, 1955

Mr. Chas. E. Langley, Secretary
Kendall Community Club
8101 S. E. Cornwell Street
Portland 66, Oregon

6187

Dear Sir:

Your letter of October 10, regarding our construction at the intersection of S. E. 82nd Avenue, King Road and Price Fuller Road, has been received and investigated.

This intersection was investigated in February and March, 1954, at which time there was some correspondence on the matter with F. C. Baker of the Baker-Barkon Company. This was in connection with the location and plans of the new fire station and the traffic pattern after construction of this station. The present intersection is the same as that proposed at that time.

Since receipt of your letter, Mr. Milton Merrin, Jr., Resident Engineer on the project, has discussed this matter with you. It has also been reviewed by our Traffic Engineering Division, and it is our opinion that the present intersection is far safer than the three-road intersection would have been. There are 12 points of traffic conflict under the present plan, where in the three-road intersection there would have been 20 points of conflict.

Under the present plan, traffic from the Price Fuller Road wishing to go west on King Road makes a direct connection to King Road and does not conflict with 82nd Avenue traffic. That traffic from Price Fuller Road wishing to enter 82nd Avenue northbound, does so now at a right angle entrance, which, experience has shown, is much safer than on a flat angle intersection. Traffic from the Price Fuller Road wishing to go southbound on 82nd Avenue now merges with a minor traffic flow on King Road and into 82nd Avenue where they can merge with the traffic in the outer lane of this highway.

If a three-road intersection had been constructed, Price Fuller Road would enter 82nd Avenue at a very flat angle and within 100 feet of King Road. Under this plan, traffic from Price Fuller Road, wishing to go west on King Road would be required to enter 82nd Avenue and either drive illegally against the fast and heavy 82nd Avenue traffic to King Road and then left turn into King Road or they would have had to cross two traffic lanes on 82nd Avenue and merge with the northbound traffic and left turn into King Road, again crossing the two southbound lanes of 82nd Avenue.

Also, under this plan, traffic from Price Fuller Road wishing to go north on 82nd Avenue would enter at an extremely flat angle, requiring them to travel an extended distance while crossing the two southbound lanes of 82nd Avenue.

It is our considered opinion that the intersection as constructed is much safer than the three-way intersection proposed.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

DJB:dt lg

FORM 230—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1955

SUBJECT: Your Assignment No. 6137

To: Mr. W. C. Williams
Deputy State Highway Engineer

OFFICE

Herewith rough draft of a letter for the Kendall Community Club in answer to their objections to our constructed intersection on S. E. 82nd Avenue, with King Road and Price Fuller Road.

Also attached is a copy of an excellent report from Mr. Merrin, Resident Engineer, and the recommendations of Division Engineer Skelton.

Mr. Skelton believes that sufficient warning is given by the sirens on the fire equipment; however, I think Mr. Merrin's solution is a little better--to have a red light actuated from the fire station.

I do not agree — WCW

L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:dt

Encls.

RECEIVED
[illegible] 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,500—2-55—62967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 27th, 1955

SUBJECT:

To:
Mr. L. H. Young
Ass't. Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under date of October 13th you wrote forwarding copy of a letter from Charles E. Langley, Secretary of the Kendall Community Club, in which he objected to our connecting the Price-Fuller Road to King Road, which then comes on to 82nd Avenue, on the S.E. Flavel Street-Clackamas Overcrossing Project. You asked that this matter be investigated, and that we submit a report.

I am enclosing herewith copy of a report dated October 25th from Milton J. Merrin on this entire matter. I believe he has covered it in an excellent manner, and with one exception, I agree with him fully. I do not believe that a stop light should be necessary at the intersection of Price-Fuller Road and King Road for use of the Fire Station. Fire equipment is always equipped with sirens, and definitely have the right of way in an emergency. It would seem that the siren warning, together with reasonable attention to traffic should eliminate any particular hazard.

I do not recall any plans or blue prints which deviate from the way this intersection was constructed. The original intersection of Price-Fuller Road, King Road and 82nd Avenue at common point, is definitely hazardous, particularly for four lane traffic. I believe the way this was reconstructed has served to make this a much safer intersection, and I can see no reason why there should be any desire to change it.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Milton J. Merrin

RECEIVED
OCT [illegible] 1955
OFFICE OF
CONSTRUCTION ENGINEER

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 25, 1955

SUBJECT:

To:

Mr. A.G. Skelton
Division Engineer
Office

Dear Sir:

I have recently talked to Mr. Chas. E. Langley, Secretary for Kendall Community Club and the writer of the attached letter to the State Highway Commission.

In the conversation, Mr. Langley made clear that the Kendall Community Club is not protesting the driveway entrance we have constructed to provide access from the fire station to Price-Fuller Road. Rather, the group is protesting our design and construction of the Price-Fuller Road and King Road intersection. They feel that the old three road intersection of Price-Fuller Road, King Road and 82nd Avenue was far superior from a traffic safety standpoint than the newly constructed two road intersection at King Road and 82nd Avenue. Their reasoning is based on the fact that any traffic which wishes to use Price-Fuller Road has to intersect and/or cross the traffic on King Road as well as contending with the traffic on 82nd Avenue. They are particularly concerned about their fire emergency vehicles having to negotiate the cross traffic quickly enough in times of emergencies.

I do not agree with Mr. Langley's contention that the new intersection is the traffic hazard he portrays. We have eliminated a three-road intersection at 82nd Avenue, the most heavily traveled of the three thoroughfares, and replaced it with a right angled two road grade intersection with the resultant elimination of many confusing cross movements of traffic on 82nd Avenue. I might point out, however, that the movement of fire vehicles to 82nd Avenue may be slowed down by the traffic moving on King Road which the emergency vehicles would have to contend with at the intersection of King Road and Price-Fuller Road. To eliminate such a possibility, I would recommend that this situation be studied by the traffic department with the suggestion that it might be feasible to consider the installation of a traffic control light at the intersection of Price-Fuller Road and King Road; this light to be operated from the fire station for traffic control in times of emergencies.

Very truly yours,

Milton J. Merrin, Jr.

Milton J. Merrin Jr.
Resident Engineer

ASSIGNMENT

Date: October 12, 1955 No. 6137 By wcw

Description: Letter of October 10 by ~~Mr~~ Chas. E. Langley, Sec., Kendall Community Club, Portland, protesting completed entrance to Price Fuller Road at 82nd Ave. and King Road.

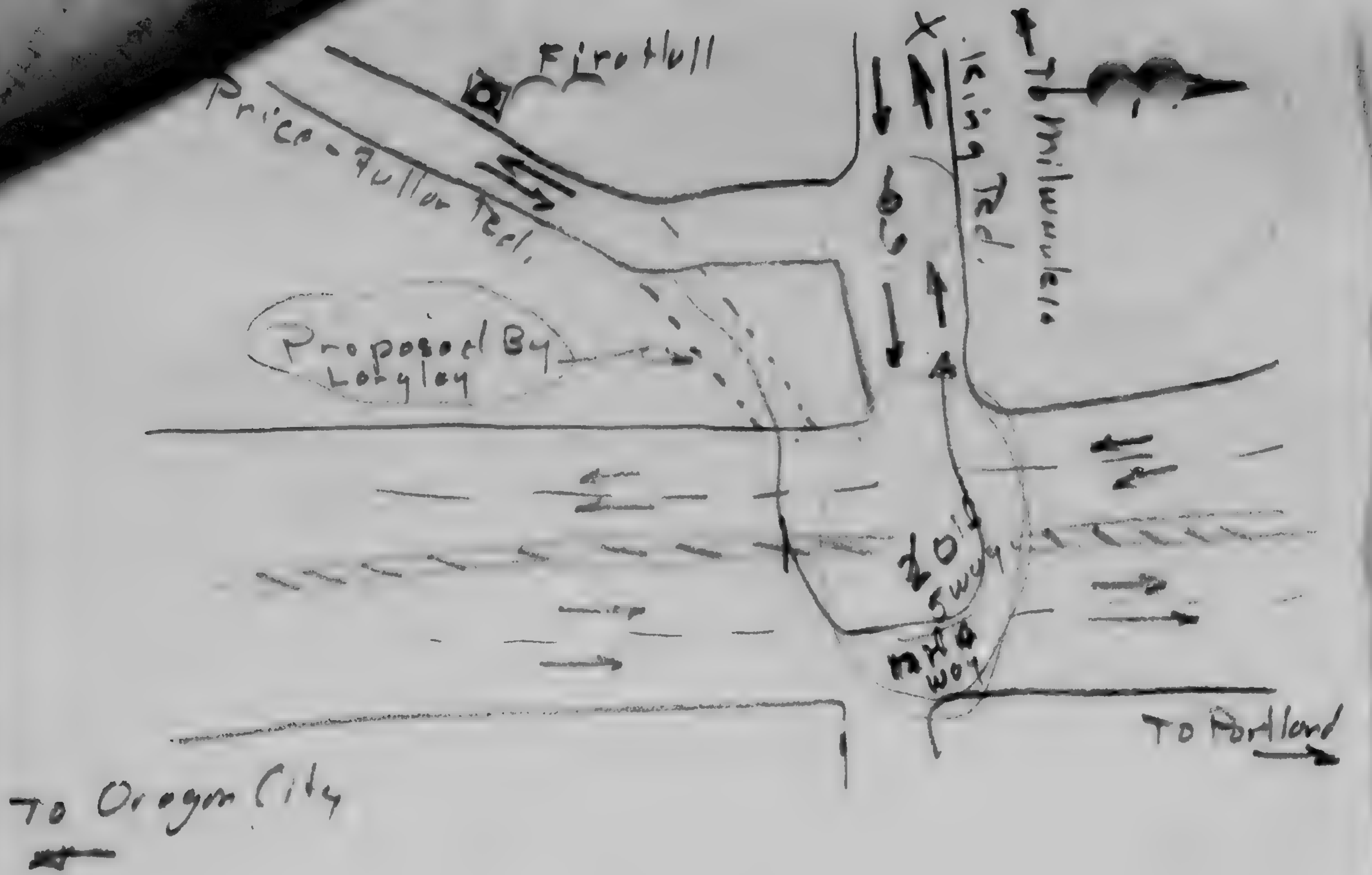
Acknowledged by____ Referred to Cooper ✓

__Investigate and report with recommendation
__Such action as necessary and report
XX Comment or recommendation
__Return with rough draft of reply
__Prepare reply for signature of Mr.______
__Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 11-1-55 Report Received______


Fire Hall
Price-Fuller Rd.
Proposed By Langley
King Rd.
To Milwaukie
Old
2 way
New 4 way
To Portland
To Oregon City

Kendall Community Club
8101 S. E. CORNWELL STREET
PORTLAND 66, OREGON

Portland, Oregon.
October 10,1955

To:
State Highway Commision
Salem, Oregon.

From:
Kendall Community Club
8101 S.E.Cornwell St.
Portland 66, Oregon.

PLEASE RETURN TO
W. C. WILLIAMS

NOTED
W. C. WILLIAMS

Dear Sir(s),

The Kendall Community Club protests the completed entrance to the Price Fuller Road at the 82nd Ave. and King Road point.

It was hoped when the fire station, recently built and completed, access to Price Fuller Road would be improved.

The present existing condition makes accessability bad and has also created a deplorable traffic hazard in general

As the completed road now stands it is in no manner like the blue prints that were presented to the Kendall Community Club members.

Movement of fire emergengy vehicles must necessarily be done quickley in the preservation of life and property. Had the blue print plan been followed movement of such vehicles would be expedited.

Considering the now existing road entrance the orignal entrance would have served better. It is our hope this condition is remedied at an early date.

Respectfully yours,
Chas. E. Langley
Chas.E.Langley
Sec. Kendall Community Club.

(Attention Mr.R.H.Baldock.)

NOTED
L. H. Young

Chas.E.Langley
8626 S.E.Garden Lane
Portland 66, Oregon

Williams
By State Highway Enginee

Please
prepare
answer

RECEIVED
MAR 3 1954
FOR FILING

March 2, 1954

Mr. F. C. Baker
Baker-Barkon Company
1335 S. W. Morrison Street
Portland 5, Oregon

Dear Sir:

I have discussed with Mr. Crandall, Traffic Engineer, your letter to him dated February 4 having reference to the projected fire station in the vicinity of S. E. 82nd Avenue and King Road.

The location as indicated on your sketch would require the routing of fire trucks through the intersection of 82nd Avenue, King Road, and Harmony Point Road, which would make a bad traffic situation. Further, you suggest that traffic signals be installed. It has been the practice to install signals only where traffic conditions meet acceptable minimum national warrants, and this intersection is well down on the priority listing.

In planning the new fire station, it would appear that you should give consideration to a location that would not increase present traffic hazards. In this particular instance, if direct access were made to King Road rather than to Harmony Point Road, the problem could be resolved much more easily.

I would appreciate your further study of this matter to the end that fire trucks would not enter 82nd Street from Harmony Point Road, making the connection to King Road in lieu thereof.

I will be pleased to hear from you further in this regard.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. F. B. Crandall

WCW:me fp

GHTING COMPANY MYKROM COMPANY

BAKER-BARKON COMPANY
1335 N. W. Morrison Street
Portland 5, Oregon

February 4th, 1954

Mr. Bruce Crandall
Traffic Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I am enclosing a rough sketch showing the road intersection near the property on which the Milwaukie Rural Fire District No. 56 now intends to build a Fire Station. This particular location has been approved by the Rating Bureau and fire protection authorities. The property was purchased about a year ago and we are now drawing the plans for the erection of a station at this point.

There now appears to be some problem as to the movement of our trucks out to 82nd Street and down King Road. Trucks moving out on Harmony Road, unless some provision is made to stop traffic at the intersection, would drive head on into South bound traffic on 82nd Street. It is the writer's opinion that a stop light should be provided at the intersection to hold traffic when fire trucks are moving out to 82nd Street. When trucks are called to move to the West, then it might be necessary for the State to buy a piece of the corner lot at the intersection of King Road and Harmony Road.

I understand that plans are now being prepared to improve 82nd Street.

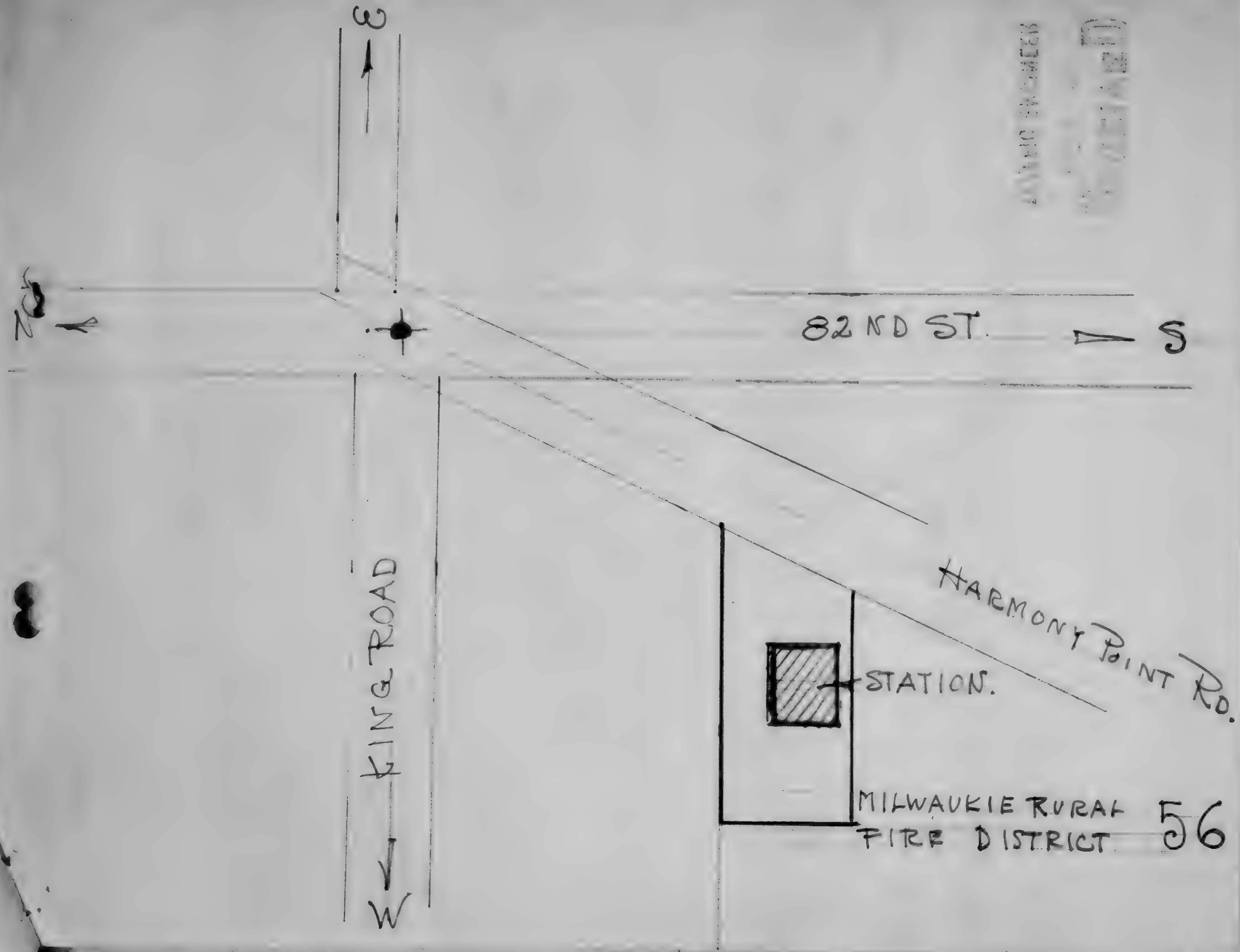
Will you please advise whom we should contact in order to straighten out the problem referred to.

Very truly yours,

F. C. BAKER

FCB:B
Enc.
Copy made 2/23/54:jm

COPY


E
N
82ND ST.
S
KING ROAD
W
HARMONY POINT RD.
STATION.
MILWAUKIE RURAL FIRE DISTRICT
56

RECEIVED
OCT 6 1955
FOR FILING

FORM E-30X 37½ 3-54 13730

4450

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5th, 1955

SUBJECT:

NOTED
W. C. WILLIAMS

To: ~~Mr. A. G. Skelton~~
~~Division Engineer~~

At the Highway Commission meeting September 22nd-23rd, 1955 approval was granted for a survey for the extension of 82nd Avenue northerly from Killingsworth to the airport. In discussing this matter with you by phone you informed me the County had taken this project on and was completing the survey. I also got the impression from you that it was their intention to build it.

If such is the case, please keep us informed as to progress so that the matter will not be buried.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

RECEIVED
1955
OFFICE OF
ENGINEER

RECEIVED
SEP 20 1955
FOR FILING

[illegible]
[illegible]

Salem, Oregon
September 19, 1955

Mr. I. A. De France

Under date of September 1, you inquired as to our liability for the future maintenance for one 15-foot treated bridge with an 18-foot roadway, constructed by state forces on Contract No. 4450, to serve the property of Nick and Mary Baroni on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway.

Investigation reveals that we are stuck with the future maintenance of this structure.

W. W. Stiffler

WWS:er

REFERRED TO
W. C. Williams
BY W. W. SHIFLER

Do you Concur?

Can't do anything else
now. R.O.W Dept should be
more careful but as this is
on our R.O.W and the
approach granted in R.O.W.
negotiations I think we are
obligated to maintain. WCW.

FORM E-30 25M 9-51 #2318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Salem, Oregon
September 13, 1955

SUBJECT: File 22682 - Baroni
L-2378
S. E. Flavel St.-S.P. Co. Overcrossing
Cascade Highway
Clackamas County

To: Mr. W. W. Stiffler
Ass't. Highway Engineer
OFFICE

You have referred to me a letter from Mr. DeFrance dated September 1, 1955, inquiring as to the obligation of maintenance of a bridge being built across a drainage ditch on the Baroni property. Included in the above settlement is an obligation to furnish the Baroni's with access to their property. At the time negotiations were started and at the time the settlement was turned over to the Legal Department, the Right of Way Department was not aware that a ditch 22 feet wide on top and 6 feet wide on the bottom was planned along the front of the Baroni property. At the time the settlement was made, it was assumed that the ditch would be no larger than the ditch previously adjacent to the property which could have been handled with 36 inch pipe.

I have been told by the Legal Department that due to the fact that it was necessary to construct a structure rather hurriedly in order to remove the buildings on the property, there was not sufficient time to construct a concrete structure across the drainage ditch and a work order was prepared to construct a wooden bridge by state forces. I believe the work order originated in the Construction Department. Inasmuch as this structure is located on the right of way purchased by the state and is necessary for access to the remaining Baroni property, I can see no way in which the state could be relieved of maintenance on the structure.

E. F. CHIDSEY
Ass't. Right of Way Engineer

EFC/fn

cc: Mr. Forrest Cooper
Mr. C. W. Enfield

RECEIVED
SEP 13 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
W. W. STIFFLER

REFERRED TO
Edward F. Chidsey
By W. W. STIFFLER

Please advise and
return

RECEIVED
LEGAL DEPT.

WAY DEPARTMENT
ORRESPONDENCE
on
1955

RECEIVED
LEGAL DEPT.

CT: State Force Work Order-
Construct Timber Bridge-
Nick & Mary Baroni property-
Cascade Highway

ce Work Order 103-1053-261,
. 4450 - F. A. Project No.
Treated Timber Bridge of 15'
ditch in front of Nick &
St.-Clackamas Overcrossing
estimated cost of $1500.

ace an existing structure
eing destroyed as align-

pection of the files fails
enance. Is the Highway
for the maintenance of this
Possibly the construction
isting bridge is the extent
was not our obligation to

We would appreciate definite assurance that we are not responsible for the maintenance of this bridge. The cost to the State on an ad infinitum basis would be terrific and a responsibility that our Right of Way or Legal Department should not saddle upon the State lightly.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

RECEIVED
1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

IAD:bt
cc- W. C. Williams

NOTED
W. W. STIFFLER

FORM 230—30M—4-54—74366

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1955

RECEIVED
LEGAL DEPT.

SUBJECT: State Force Work Order-
Construct Timber Bridge-
Nick & Mary Baroni property-
Cascade Highway

To:

Mr. W. W. Stiffler
Assistant State Highway Engineer
Salem

Dear Sir:

Reference is made to State Force Work Order 103-1053-261, dated August 12, 1955 - Contract No. 4450 - F. A. Project No. F.-304 (2) to construct 1-18' wide Treated Timber Bridge of 15' span on concrete mudsills over side ditch in front of Nick & Mary Baroni property on the Flavel St.-Clackamas Overcrossing section of the Cascade Highway, at estimated cost of $1500.

We note this bridge is to replace an existing structure over old ditch which structure is being destroyed as alignment of ditch is to be changed.

The Work Order and a brief inspection of the files fails to clarify responsibility for maintenance. Is the Highway Department to assume responsibility for the maintenance of this new structure? If so for how long? Possibly the construction of the new bridge to replace the existing bridge is the extent of our obligation, in as much as it was not our obligation to maintain the old bridge.

We would appreciate definite assurance that we are not responsible for the maintenance of this bridge. The cost to the State on an ad infinitum basis would be terrific and a responsibility that our Right of Way or Legal Department should not saddle upon the State lightly.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt
cc- W. C. Williams

NOTED
W. W. STIFFLER

RECEIVED
[illegible] 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1955
FOR FILING

F-201(1)

115

September 15, 1955

Mr. M. K. McIver
State Highway Commissioner
Commerce Building
225 S. W. Broadway
Portland 5, Oregon

Dear Mr. McIver:

In response to your communication of September 13, relative to the extension of 82nd Avenue from Killingsworth Street to the airport, you will recall that this request was made by the Port of Portland, through General Manager John J. Winn, on November 10, 1953. Please refer to this letter attached and to my report to you of December 3, 1953. Since that time you have authorised and we have under contract the extension of 82nd Avenue from Sandy to Killingsworth at an estimated cost of $105,000. It is expected that, weather permitting, the base will be completed by September 30.

Now, with reference to the extension of this four-lane highway from Killingsworth to the airport, would suggest that you authorize me to make an accurate survey and prepare an estimate of cost. While the County does not have the money to do it now, it is possible that there would be enough money in the next year's allocation, provided the Congress increases the federal-aid funds. I would suggest that you not make any commitments about who is to do the work until surveys have been made and the Congress has acted next spring on the road bill.

In the meantime, if you will bring it up at the Commission meeting and secure authority for me to make the survey, I will start the work as soon as possible so that when any money is available the project will be ready.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.
cc Mr. Reynolds
Mr. Williams
Mr. Glaisyer (with letter)

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. ENFIELD
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. MCIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

September 13, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sam:

Last Wednesday, before I left for the Western Association Meeting, I was called to a meeting of members of the Port of Portland Commission and the Commissioners of Multnomah County. Their problem is this.

The Dock Commission is in the process of spending $10½ million for the re-arrangement and improvement of our Portland Airport, which they claim will be done and ready for operation in 1957. By the law that created their Commission, they are entitled to build the roads that are needed within the property they own but they are prevented from building any connecting roads outside.

As they explained to us when we met with them, there is needed approximately one mile of road to extend from Northeast 82nd Avenue where it crossed Highway #30 to the Airport. This will involve an underpass or overpass of the railroad and then to cross the lowland into the Airport. The County Commissioners are hesitant to suggest this road as a secondary. First for the reason that it will, according to them, serve no people in the area. It will simply be a connecting road from the airport to 82nd Avenue. Their second reason is that they are over-committed on the money they now have.

As I see their problem, we are spending $10½ million to give Portland a first-class airport and according to their estimates it will produce traffic that will take 4 lanes from the Airport to downtown Portland. It would be well if this could be limited access for all of the way on 82nd Avenue east to the Airport with this much traffic to take care of. The question is whether the State or the County should take care of it, and I do not believe that the State can escape a major part if not all of it.

Would it be possible for you to look into the matter and have it on the Agenda for our consideration at the next meeting.

Yours very truly,

M K McIver

M. K. McIver

MKM:f

RECEIVED

THE PORT OF PORTLAND

Swan Island

Portland 18, Oregon

C
O
P
Y

November 10, 1953

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Port of Portland is currently engaged in the development of a new terminal area at Portland International Airport.

Among the problems facing the Port in this development is that of highway access to downtown Portland.

You will note on the enclosed Preliminary Master Plan that the proposed access road to the terminal building approaches from N. E. 82nd Avenue. From this point on 82nd Avenue the shortest route to the city is south to Cully Road to N. E. 57th Avenue; thence to Sandy Boulevard; thence on Sandy to Burnside, to downtown Portland.

However, this route is not necessarily the quickest, since during shopping hours there is a traffic slow-up in the Hollywood district and, further, N. E. 57th Avenue is a very narrow street.

Other routes are, of course, available - such as via Interstate to Lombard; thence east to Cully Road. However, we feel that no existing route furnishes the rapid access necessary for a busy airport which is expected to enplane and deplane about 1,000,000 passengers per year by 1965. The attached exhibit A shows statistics and forecasts of business at Portland International Airport. These figures are from the report by Leigh Fisher & Associates, "A Terminal Building and Financial Analysis for Portland International Airport."

We therefore suggest that consideration be given to the improvement of N. E. 82nd Avenue from the Banfield express highway north to Killingsworth and the extension of 82nd Avenue from Killingsworth north to the airport access road shown on the Preliminary Master Plan.

It may be that the above route is the one that would best serve the airport. However, you have traffic studies, completed or pending, which may indicate a better route, in which event we would appreciate being informed of your thinking.

Our present planning calls for completion of the terminal building and supporting facilities by January 1, 1959.

Thank you very much for your co-operation in this matter.

Very truly yours,

THE PORT OF PORTLAND

(sgd) John J. Winn
General Manager

JTS/r

2

RECEIVED
SEP 2 - 1955
FOR FILING
F-304 (2)
4450

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 1, 1955

SUBJECT: State Force Work Order-
Construct Timber Bridge-
Nick & Mary Baroni property-
Cascade Highway

To:

Mr. ~~W. W.~~ Stiffler
~~Assistant~~ State Highway Engineer
~~S a l e m~~

Dear Sir:

Reference is made to State Force Work Order [illegible], dated August 12, 1955 - Contract No. 4450 - F. A. Project No. F.-304 (2) to construct 1-18' wide Treated Timber Bridge of 15' span on concrete mudsills over side ditch in front of Nick & Mary Baroni property on the Flavel St.-Clackamas Overcrossing section of the Cascade Highway, at estimated cost of $1500.

We note this bridge is to replace an existing structure over old ditch which structure is being destroyed as alignment of ditch is to be changed.

The Work Order and a brief inspection of the site fails to clarify responsibility for maintenance. Is the Highway Department to assume responsibility for the maintenance of this new structure? If so for how long? Possibly the construction of the new bridge to replace the existing bridge is the extent of our obligation, in as much as it was not our obligation to maintain the old bridge.

We would appreciate definite assurance that we are not responsible for the maintenance of this bridge. The cost to the State on an ad infinitum base would be terrific and a responsibility that our Right of Way or Legal Department should not saddle upon the State lightly.

Very truly yours,

I. A. DeFrance
Assistant Maintenance Engineer

IAD:bt
cc- W. C. Williams ✓

RECEIVED
SEP 1 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1955
FOR FILING

F-304(2)

4450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 26th, 1955

SUBJECT:

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

[illegible]
W. C. WILLIAMS

Dear Sir:

This will acknowledge your letter of August 24th forwarding copy of a complaint from an unknown resident of Overland Street, which comes into the Cascade Highway (82nd Avenue) within the limits of the Flavel Street-Clackamas Overcrossing Project.

Milton J. Merrin, our resident engineer on this project, has checked this complaint on the ground and advises me that the difficulty is primarily due to the traveled portion of this street not being in the center of the right of way for the street. We have built our curb returns to fit the dedicated street, which is about all that can be done in these narrow dedications. We have had a number of complaints on similar situations in connection with this project, and find quite often that travel has been outside of the right of way of the street, or that traffic has been cutting corners across private property. I do not believe that anything other than this can be done in these cases, and traffic should experience no difficulty.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
cc: Milton J. Merrin

REFERRED TO
Williams
By Ass't. Construction Engineer

NOTED
[illegible]

Oregon State [illegible]

NOTED
W. C. WILLIAM

[illegible]

RECEIVED
AUG 24 1955
FOR FILING

file

C
O
P
Y

Oregon State Highway

If you do not correct the big error that was made in widening 82nd at Overland there is going to be just a lot of accidents at that point. The end of the curb was put right in the center of overland. That is darn unhandy for a right turn. You just see if I'm not right.

A residence of overland St.

Above received 8-24-55
Referred to Mr. Smith by WCW
with notation: "Unsigned
letter but should be looked
into." /s/ WCW

REFERRED TO
Smith
BY DEPUTY STATE HIGHWAY ENGINEER

Unsigned letter but should be looked into.
WCW

RECEIVED
AUG 24 1955
FOR FILING
F-34(c)
44-9

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23rd, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. J. W. Cattrall
Engineer, County & City Relations

As a part of the improvement of 82nd Avenue (S. E. Flavel St.-S. P. Overcrossing Section) the Highway Department is improving the traffic pattern by connecting the Price Fuller County Road #368 northerly to King Road and then bringing it up an angle at 82nd Avenue in the interest of traffic safety. I am attaching a map which shows the general layout to which I refer.

The people who own the small triangular tract of land bounded by the Price Fuller County Road and 82nd Avenue have asked the Clackamas County Court to vacate the old Price Fuller Road from the point where our new location takes off northerly to 82nd Avenue. Their purpose is to acquire their half of the readway which would give them an access to the back of their property from 82nd Avenue. This would partially defeat the purpose that we are trying to achieve by the improvement of the intersection. Therefore, it is requested that you contact the County Court and tell them of our objection and also determine if it is their intention to close a short section of road.

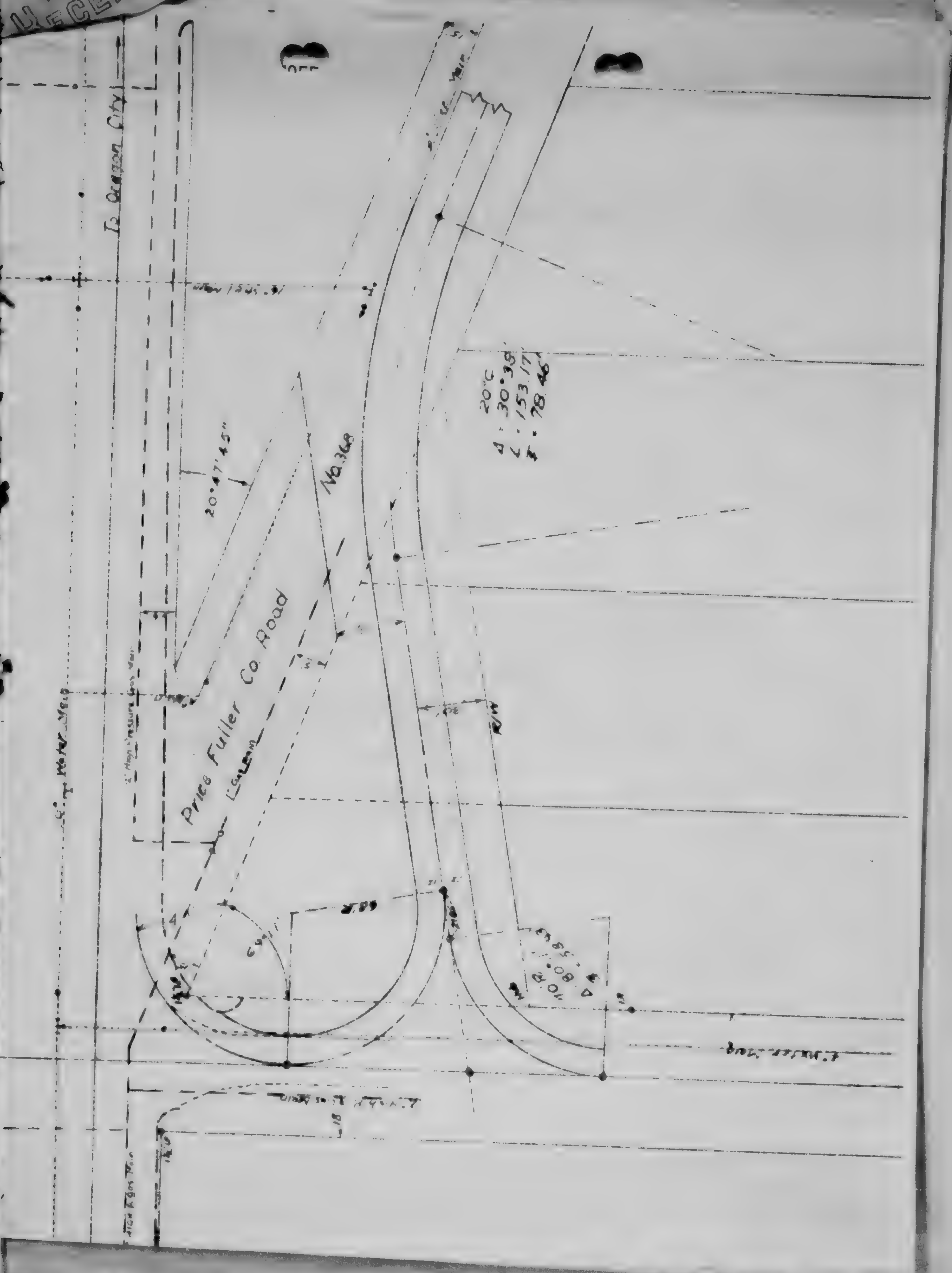
From the standpoint of handling traffic on 82nd Avenue it would be quite advantageous if an access was not constructed at that point. Therefore, will you please see what you can work out and let me know.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

cc to: W. C. Williams ✓

RECEIVED
AUG 23 1955
OFFICE OF
STATE HIGHWAY ENGINEER


To Oregon City
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No. 368
Price Fuller Co. Road
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L: 153.17
T: 78.46
R/W
64
4
4.89
High Pressure Gas Main
Water Main
High P. Gas Main

FORM E-133 50M REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

1859

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
AUG 17 1955
FOR FILING

August 15, 1955

Mr. Chas. H. Heltzel
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon

Attention: Mr. David Don

PUX 142 - Kendall Station
Traffic Signals-
Cascade Highway No. 160
Portland Traction Co.
Multnomah County

Dear Mr. Heltzel:

Herewith I hand you original and two copies of application of the State of Oregon, by and through its State Highway Commission, for authority to move and relocate the existing automatic electric signals and to improve the existing grade crossing at the intersection of S. E. 82nd Avenue and Cascade Highway No. 160 near Portland.

The copies are for service upon Portland Traction Company in the event you consider it necessary to serve two copies.

Very truly yours,

C. W. ENFIELD
Chief Counsel

By

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson ✓
Mr. H. G. Smith
Mr. A. G. Skelton
Mr. C. W. Enfield

RECEIVED
AUG 15 1955
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to move and relocate existing automatic electric signals and improve the existing grade crossing, at the intersection of S. E. 82nd Avenue on Cascade Highway No. 160 and the tracks of Portland Traction Company, known as the [illegible] [illegible] project in the [illegible] of the [illegible] of Section [illegible] and in the [illegible] of the [illegible] of Section [illegible], Township 1 South, Range 2 East, W. M., Multnomah County, Oregon.	PETITION No. ______

The petitioner herein respectfully represents:

I

That the name and address of your petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS, Title 31.

III

That the petitioner proposes the improvement and widening of the Flavel Street–Clackamas Overcrossing Section of Cascade Secondary Highway No. 160 and that, in connection therewith, it is necessary and desirable to change the location of the existing signals and to improve the existing grade crossing, at the intersection of the tracks of Portland Traction Company and the Cascade Secondary Highway, on S. E. 82nd Avenue near Portland, as shown by plans and specifications attached hereto, and made a part hereof.

IV

That the estimated average daily volume of traffic on the highway at the said crossing, based upon [illegible] tabulations, is 13,500 vehicles, which traffic will be subject to normal annual increases, and that the average daily rail traffic at the said crossing is 50 train movements per day.

That the grade approaching the crossing from the north is a descending grade of 1.[illegible] and that the grade approaching the crossing from the south is an ascending grade of 1.[illegible].

That your petitioner proposes that the moving and maintenance of the said signals and the improvement and maintenance of the existing crossing be handled, and the cost thereof borne as follows:

WORK TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the said [illegible] Street-[illegible] Overcrossing project and supervise the work to be done.

(b) Reimburse Portland Traction Company for necessary expenses incurred in moving and reinstalling the existing signals, and for such watchman and flagman services as may be necessary to safeguard railroad operations during the construction of the project, which reimbursement shall be made in accordance with the accounting practices provided under the terms of General Administrative Memorandum No. 2[illegible], issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the highway with its appurtenances and facilities, including the pavement between the rails of Portland Traction Company after completion of the project.

WORK TO BE DONE BY PORTLAND TRACTION COMPANY:

(a) As a reimbursable item, move the existing signals to their proposed new locations, including all necessary wiring in connection therewith,

(b) At its own cost, raise the existing track to conform to the revised pavement grade of the highway, and, in connection therewith, install new preservative treated ties across the highway roadbed.

(c) As a reimbursable item, furnish such watchmen and flagman services as may be necessary and required to safeguard railroad operations during construction.

(d) At its own cost, maintain the said crossing signals in their revised locations and maintain the railroad line with its appurtenances and facilities, specifically including the rails and ties across the highway roadbed, after construction.

[illegible]

That the proposed construction is in the [illegible] of the [illegible] of Section 20 and in the [illegible] of the [illegible] of Section [illegible], Township 1 South, Range 2 East, W.M., Multnomah County, Oregon.

WHEREFORE, petitioner prays for an order in accordance herewith and for such other and further orders as may be proper in the premises.

Dated at Salem, Oregon, this [illegible] day of August, 1955.

STATE OF OREGON, by and through its
State Highway Commission

By [illegible]
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By [illegible]
Assistant Counsel for the State Highway
Commission.

RECEIVED
AUG 10 1955
FOR FILING

F-3[illegible]
FORM 230—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

Referring to the matter of reimbursement to the Kendall Water & Improvement Co. for relocation of their mains and facilities on the S. E. Flavel St.-S. P. Overcrossing Section of the Cascade Highway, I wish to advise that in this particular case I do not believe that it will be necessary to ask the Legal Department to prepare a formal agreement as Skelton has handled the matter by securing their endorsement on a letter which he prepared, which, I believe, amply covers the matter.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

Endorsed letter attached.

F.C.

RECEIVED

X 2M 6-52

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT

1859

OFFICE OF A. G. SKELTON, DIVISION ENGINEER
F. T. YOUNG, ASSISTANT DIVISION ENGINEER
P.O. BOX 4699, PORTLAND 2, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

PHONE: EM 2125

July 26, 1955

IN REPLY PLEASE
REFER TO FILE NO.

Kendall Water & Improvement Co.
c/o Elden W. Carter
Portland Trust Building
319 S. W. Washington Street
Portland 4, Oregon

Gentlemen:

Reference is made to the relocation of your water mains and facilities on the S.E. Flavel Street-Clackamas Overcrossing Section of the Cascade Highway. The matter of the state's participation in the relocation of these facilities has been taken up with both this office and Mr. W. C. Williams, Deputy State Highway Engineer, and the Highway Commission has authorized this participation. In accordance with this authorization the state will reimburse the district for the actual cost involved, but not to exceed $6,000.00. The state will not reimburse the company for the cost of materials, overhead, and engineering. This is predicated on your work not interfering with the operations of our contractor. The base rock has been placed over most of the area affected by your lines, and you have been advised that in your construction, care must be used to salvage and replace this surfacing material. You have also been advised that anf cuts must be properly backfilled and compacted, so as to leave the roadbed in suitable condition for the construction of our facilities.

If the above meets with your approval, it is requested that a suitable official of the Kendall Water District sign and return the enclosed copy of this letter.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Forrest Cooper
Milton J. Perrin

Approved: Kendall H. Hawkins
President, Kendall Water & Improvement Co.

Elden W. Carter
Engineer

RECEIVED
JUL 20 1955
FOR FILING

4(2) FORM E-30X—30,000—10-5—79484
[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19th, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

The last letter I have on the matter of rebuilding the water mains for the Kendall Water District on the S. E. Flavel St.-S. P. O'Xing project is dated July 6th, in which I requested that you see the Kendall people to determine if a settlement and agreement could be reached.

Will you please bring me up to date as I believe we should cover items of this kind by formal agreement before any work is done.

Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams

RECEIVED
JUL 20 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1955
FOR FILING

FORM 2-30X

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6th, 1955

SUBJECT:

W. C. WILLIAMS

To: Mr. A. G. Skelton
Division Engineer

Referring to the matter of the relocation of the water mains of the Kendall Water District on the S. E. Flavel St.-S. P. O'Xing Section, Mr. Williams advises that he is willing to recommend that the State participate in the cost of relocating these facilities to an extent of $5,490 if the District will furnish all materials and do all other things to relocate and reconstruct these facilities. The $5,490 is their estimate of installation costs not including overhead, engineering etc. which the State should not bear.

Will you please discuss this with the Kendall people and see if the matter can be settled on that basis. If so, please immediately notify this office and a formal agreement will be drawn for signature of the officers of the District and the Highway Commission.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:AR

cc to: W. C. Williams ✓

FORM E30—50M—10-54—79485

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28th, 1955

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

W. C. WILLIAMS

The Kendall Water District have made us a proposition that they will furnish the materials for the relocation of their water mains on the S. E. Flavel St.-S. P. Overcrossing Section of the Cascade Highway if the State will pay the installation costs. The estimated cost of the installation not including materials is $5,490 to which they wish to add 10% for a total of $6,039.

It is my understanding that you have been discussing this matter with representatives of the company and have asked them to present some sort of a compromise scheme, which they have now done. I hand the matter to you for consideration and am attaching copies of correspondence from Skelton, Merrin and Elden W. Carter.

This approach to the matter of moving water mains is a new departure from anything we have done in the past. We did agree to pay the West Slope Water District an estimated amount for the rearrangement of their surface facilities, which they used as a partial offsetting item of the cost of reconstructing a line, but I know of no instance where we have agreed to pay the cost of installation per se.

As you are familiar with this matter, I hand it to you and request instructions.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:AR
Enc.

RECEIVED
JUN [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—37,500—2-55—62997

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 24th, 1955

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Attn: Forrest Cooper

Dear Sir:

You will remember that the last time I was in Salem, I discussed with you a letter from Elden W. Carter, who is engineer for the Kendall Water and Improvement Company, concerning the moving of the existing water mains of this company on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway. This company's lines are at the north end of this project, extending from Flavel Street south for about 3600 feet. This company advises, through Mr. Carter, to replace existing mains that would come under our new pavement, and which are in poor condition, with new mains which would be outside of the construction area. In Carter's letter, which I attach, he gives the estimated cost of the labor and equipment required for the installation of these new services, which is $5,490.00, or with 10% added for overhead, engineering and supervision, a total of $6,039.00. The company has made arrangements to finance the purchase of the necessary materials to make this change.

Mr. Williams called me some time ago, and advised me that representatives of this company had talked to him about this project, and had advised him of the condition of the Kendall Water and Improvement Company, which I understand is not financially able to finance this entire project, and had asked for whatever help we could give them in this matter. The existing lines of this company are in quite poor condition, and I believe if left in place, would cause considerable trouble to ourselves. The payment for the pipe and materials required, from what I understand, would be the ultimate expense that this company could bear.

I am also forwarding a copy of resident engineer Merrin's report to myself, dated June 7th on this matter, and I believe he states the general condition of the existing line, and recommends that if possible the installation of the new mains be made. I would concur in his recommendation.

As you know on this project, we have the Kendall Water and Improvement Company, which serves the north end of the project; the

Barwell Water District, which also serves the north end of the project, and the Clackamas Water District, which serves the portion of the project south of King Road. The Barwell District is now revising their water mains through the section they serve. Their old mains are in much better condition than the Kendall Improvement Company installation is, and their primary purpose in this revision is to improve their present system by putting in mains of sufficient size to take care of future requirements, and, of course, these new mains are being moved so that they would not interfere with our work. This work by the Kendall Improvement Company was in their future plans for expansion, and improvement, and our construction primarily meant that this future work was accelerated. We will pay this district for any moving of surface facilities that is required. The Clackamas Water District is not materially affected by our new improvement, and for their case we will also reimburse them for the cost of moving the surface facilities only.

Action should be taken on this matter at the earliest possible time to prevent serious delay to our contractor.

Yours very truly,

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: Milton J. Merrin

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 7, 1955

SUBJECT:

To: Mr. A.G. Skelton
Division Engineer
Box [illegible]699
Portland 2, Oregon

Dear Sir:

Mr. Alden [illegible] Carter today presented me with a letter addressed to you in which he presents his estimated cost of labor and equipment for installing a new water system for the Kendall Water and Improvement Co. The new system is to replace the existing water system which is located on S.E. 82nd Ave. between S.E. Flavel St. and S.E. Clatsop St. and is under the area to be widened.

I am enclosing Mr. Carter's letter. I have examined and studied the contents of the letter and have also gone over in the field with Mr. Carter the changes which he preposes. At the present time the Kendall Water Co. has a 4" O.D. steel pipe and a 2" galvanized pipe located under the present east and west shoulders of 82nd Ave. respectively. Their pipes are approximately twenty to thirty five years old and are located generally just a few inches below the subgrade elevation of the new widening. It is very possible due to the age of the pipes and its location that the construction equipment while not actually coming in contact with the pipes, could loosen the joints and cause these pipes to leak. Such leakage just below the roadway subgrade would definitely be detrimental to the new roadbed by causing soft subgrade conditions. I therefore believe that a replacement of these pipes would be to the States advantage.

Mr. Carter advocates replacing the old system with a slightly larger capacity system located at approximately 27' left and rightof centerline. The new system would be placed deep enough to be safely below the widening construction and is advantageously located from a maintenance standpoint. Should the pipe have to be replaced, such repairs could be done from outside the curb line. No cuts in the pavement would have to be made.

As I have previously mentioned, Mr. Carter's proposal states that in addition to replacing the present system there is also some enlargement to be made in the system. This enlargement is the replacement of the existing 4"O.D. pipe with a 6"O.D. pipe. From the State's viewpoint I believe this is a minor point, since the cost of labor and equipment for installing a 6" pipe is essentially the same as for a 4" pipe. The difference in total cost between a 4" line and a 6"line is primarily one of materials cost whish will be borne by the Kendall Water Co.

On the basis of the above I would recommend that the Highway Department assume the cost of the installation of the new system as proposed by the Kendall Water Co. I would also recommend that the decision be made as soon as possible. Mr. Carter has assured me that the construction could begin immediately and would take approximately three weeks or some what moreto complete. If such construction were begun in a week or two it would not materially interfere with our contractor's work. However a delay of more than two weeks could very possibly interfere seriously with the highway construction work.

Very truly yours

Milton J. Merrin, Jr.

Milton J. Merrin Jr.
Resident Engineer

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG
319 S. W. WASHINGTON ST
PORTLAND 4, OREGON

June 4, 1955

Mr. A. G. Skelton, Division Engineer,
State Highway Department,
9200 S.E. McLaughlin Blvd.,
Portland, Oregon.

Dear Sir:

Reference is made to my letter of March 26, 1955 relative to the proposed four lane construction on Cascade highway in the area where the Kendall Water and Improvement Co. has water mains and services.

The existing water system was described in the above letter as being old and much of it relatively shallow, and not clear of highway construction.

Further data has been requested by your Mr. M. J. Merrin, resident engineer on the highway project, relative to the existing mains and estimated cost of the labor required for replacement.

It has been determined that the water company is able to make limited credit arrangements to procure water works materials only, which would provide for a 6" O.D. steel main on the east side and a 2" galvanized main on the west side with all connections, services, and other appurtenances at an estimated cost of $6,450.00.

The estimated cost of the labor and equipment for the installation of the above materials follows:

6" O.D. steel pipe, 2,650 lin.ft. @ 0.75 per ft.	$1,987.50
2" Galv. pipe, 3,000 lin.ft. @ 0.60 per ft.	1,800.00
6" gate valve unit, 4 units @ 10.00 ea.	40.00
2" gate valve unit, 5 units @ 8.00 ea.	40.00
Welded steel fittings	40.00
¾" copper service pipe, 400 lin.ft. @ 0.70 per ft.	280.00
6"O.D.x ¾" service clamp, 20 clamps @ 2.00 ea.	40.00
2"I.D.x ¾" service clapm, 20 clapms @ 2.00 ea.	40.00
¾" corporation stop, 40 stops @ 1.50 ea.	60.00
¾" curb stop, 15 stops @ 1.00 ea.	15.00
¾" union, 15 ea. @ 1.00 ea.	15.00
Reconnect service, 10 reconnects @ 1.50 ea.	15.00
Pavement cut only, 300 lin.ft. @ 0.15 per ft.	45.00
Restore gravel, 650 lin.ft. @ 0.15 per ft.	97.50
Restore other improvements, 2,000 lin.ft. @ 0;05 per ft.	100.00
Connect with existing mains	150.00
Railroad crossing, 2 crossings @ 100.00 ea.	200.00
Creek crossing, 2 crossings @ 200.00 ea.	400.00
Contingencies	125.00
	$5,490.00

Balance brought forward - - - - - - - - -	$5,490.00
Overhead, engineering, supervision, 10%	549.00
Total Estimated Cost of Labor and Equipment - - -	$6,039.00

It is proposed to install the new mains at a location and depth to be clear of highway construction and accessible for service and maintenance.

Very truly yours,

Elden W. Carter, Engineer
Kendall Water Co.

cc- Kendall Water Co.
cc- Donald Joyce, Atty.

FORM E-30 29M 9-51 82316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1955

SUBJECT: Grading and Paving Contract
Flavel Street-Clackamas
Overcrossing
Cascade Highway

To:

Mr. W. C. Williams
Deputy State Highway Engineer
Office

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

You recently handed to me a letter from Mr. Elden W. Carter, engineer for the Kendall Water Company in which Mr. Carter discusses the relocation and replacement of certain water pipes of the water company necessitated by the improvement of the Cascade Highway. You also handed to me a letter written to the Kendall Water and Improvement Company by Mr. R. H. Baldock, under date of April 21, 1955, in which Mr. Baldock advises that no rearrangement of the district's facilities will be done by the State.

I am enclosing herewith a copy of a memorandum on the subject, prepared by Mr. Jim Daniels of this office, concerning the question of whether and to what extent private persons are entitled to establish and maintain private water pipes upon public highways. Your attention is drawn to the last paragraph of Mr. Daniel's memorandum in which he states that "Mr. Baldock's position in his letter of April 21, 1955, wherein he stated that the Department would assume the responsibility of making minor revisions in facilities which projected to or above the surface, is more than the District could legally expect."

Very truly yours,

C. W. ENFIELD
Chief Counsel

RECEIVED
JUN [illegible] 1955
OFFICE OF
STATE HIGHWAY ENGINEER

By Robert L. May, Jr.
ROBERT L. MAY, JR.
Assistant Counsel

RLM/mlk
Enc.

KENDALL WATER & IMPROVEMENT CO.
7812 S.E. Harney St.
Portland 6, Oregon

NOTED
W. C. WILLIAMS

May 23, 1955

PLEASE RETURN TO
W. C. WILLIAMS

State Highway Dep't
Salem, Oregon
ATTN: Mr. Williams

Dear Sir:

We have made definite arrangements enabling the Kendall Water Company to supply all of the pipe and fittings necessary for relocation of our mains on 82nd Ave. in Portland.

You suggested that if we had any definite plans we could submit to you along these lines that the Highway Dep't would consider them with a view toward doing the ditching, back-filling, etc. necessary to re-locate the mains, and making connections.

Very truly yours,

W. W. Hawkins

W. W. Hawkins

RECEIVED
MAY 24 1955
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 20, 1955

SUBJECT: Right of an individual to use highway right of way for water lines, etc.

To: Mr. Robert L. May, Jr.
Assistant Counsel
Office

Dear Mr. May:

Pursuant to your letter of May 12, I have made a comprehensive survey of the question of whether private persons are entitled to establish and maintain water pipes upon public highways. In connection with the problem which was submitted along with the letter, I must point out that there is a paucity of facts relative to how the Kendall Water District, or Company, became located on the premises in the first instance. According to the attendant title report, nothing appears of deed record which would indicate an easement running to said Water Company over the premises with which we are here concerned.

Relevant statutory material concerning this problem includes 261.010 ORS appertaining to Peoples' Utility District, which reads:

> "(1) "Peoples' utility district" or "district" means an incorporated peoples' utility district created under the provisions of this chapter . . .
>
> (7) "Utility" means a plant, works or other property used for . . . transmission of water for domestic or municipal purposes . . .", provided that a company had been organized under the Public Utility District Act.

261.305 ORS (11) in setting forth the powers of the peoples' utility district, contains the following provision:

> "To construct works across or along any street or public highway, or over any lands which are the property of this state, or any subdivision thereof, . . . "Any works across or along any state highway shall be constructed only with the permission of the State Highway Commission . . . ."

264.240 ORS, in providing for domestic water supply corporations, by the use of the language in the act implies power to act in concert with the peoples' utility district. It might be argued that they also have the right to make crossings of roads or entry on state land with the applicable restrictions as set forth supra.

Subdivision (10) of ORS 450.075, setting forth the powers of sanitary districts, contains the following language:

> "Lay ditches, sewers and drains in any public street or road in the county, and for this purpose enter upon and make all necessary repairs . . . Consent of proper city, county or state authorities, as the case may be, shall first be obtained and the contents of such consent complied with."

541.030, providing for ditches, canals, flumes, etc., for irrigation and domestic water purposes, sets forth that "the right of way, to the extent specified in the Act of 1891, pages 52 to 60, Oregon Laws of 1891, for ditches, canals, flumes, distributing ditches, and feeders of any corporation appropriating water under the provisions of 1891 across all lands of the state of Oregon not under contract of sale is granted."

The Act of 1891, after defining the use of waters from lakes and running streams as being a public use, provides for corporations to appropriate water and sets up various regulatory measures of said corporations. It gives the corporation power of condemnation of land in an eminent domain proceeding. The Act makes no provision for the maximum or minimum size ditch, flume, etc., and after making various recitals of control, grants in subsection 25 of the Act:

> "The right of way to the extent hereinbefore specified for the ditches or canals, flumes, distributing ditches or canals, flumes, distributing ditches and feeders of any corporation appropriating water, across any and all lands belonging to the State of Oregon and not under contract of sale, is hereby granted."

Section 541.130, appertaining to the development of mineral resources and hydroelectric power, contains the following language:

> "The right of way to the extent specified in the Acts of 1899, pages 72 to 80, Oregon Laws of 1899, for the ditches, canals, flumes, pipe lines, distributing ditches, and feeders of any person appropriating water under the provisions of that Act, across any and all lands belonging to the State of Oregon and not under contract of sale, is granted."

It might be well to point out at this time that Section 541.030 gives a grant of power to corporations only, and the corporate purposes set forth under the Act run to irrigation or the supply of domestic water.

Section 541.130 makes a grant of power to persons, companies and corporations, but the purposes are limited for the development of mineral resources in the production of hydroelectric power.

The two Acts are similar and contain identical verbage with the exception of minor deviations in headgate construction requirements, with the same grant of power of entry upon state lands being granted.

It is to be noted here that the only language appertaining to highways is contained in subsection 17 of the Laws of 1891, and in subsection 18 of the Laws of 1899. These two subsections provide that in the specific instance that the corporation or person shall, on crossing the highway, not interfere with traffic, and shall provide a good and sufficient fourteen-foot-wide bridge, granting the road overseer power to enter and provide the bridge on the failure of the corporation or person to do so within three days' time. As an aside, this could give rise to a rather amusing situation, where a corporation organized under this Act might attempt to span one of our highways by a ditch or flume, and bridge it according to this proviso.

ORS 262.410 grants telephone districts the right to construct their works across or along a street or any public highway.

ORS 373.020 retains to city, within corporate limits, the privilege of opening streets or roads, granting franchises, etc., and thrusts the duty of maintenance upon the public utility district taking advantage of same.

ORS 758.01 grants the power to any person or corporation to construct and maintain telegraph lines, telephone lines and power lines upon any public road right of way.

ORS 772.515 contains specifications for laying natural gas pipe lines along the right of way of such highway, stipulating that it shall be laid as closely as practicable to the extreme outside edge of the right of way. This seems to be a restriction within or an appendage granted under the Public Utility District Act (Chapter 261, etc.), in that nowhere, excepting under the so-called mineral and hydroelectric development sections referred to supra, under the heading of ORS 541.130, does the right to enter into the right of way exist on the part of an individual. That right must come through the grant of a franchise or license from the Highway Commission, and if the utility is there without having secured a franchise or grant of privilege, it must of necessity have the status of a trespasser.

In considering case law applicable to the removal of public utilities from the highway right of way, where they have come upon the said highway by franchise or grant of privilege, there is an unbroken line of decisions which hold that where the necessity for removal is brought about by valid public improvement, i.e., such as the widening of a road, that the public utility must bear the entire cost of removal and replacement. This point is so well established that a voluminous citation of cases is not deemed necessary. State v. Marvin Municipal Water District, 17 Cal.2d 699, 111 Pac. 651; Western Gas Company of Washington v. Bremerton, 21 Wash.2d 907, 153 Pac.2d 946, from Washington and California, are fully representative.

Of course, in the case of a trespasser, no duty would be owed to the individual in the position of trespass save and except to refrain from malicious destruction of his property. Notice to said individual, in the position of trespasser, to vacate, naming a reasonable time for so doing, certainly would suffice.

It is pointed out that an individual, as such is given no right by statute to enter upon state property or highways for utility purposes excepting for mining water and the development of electrical power. A private individual or company operating a water business for profit would have no such statutory granted right.

In view of the status of statutory material and the case law applicable to holders of franchises and permissive rights, it would appear that no liability existed upon the part of the State Highway Department to make monetary contribution to District in removing, replacing or enlarging their water lines or mains. It would further appear that Mr. Baldock's position in his letter of April 21, 1955, wherein he stated that the Department would assume the responsibility of making minor revisions in facilities which projected to or above the surface, is more than the District could legally expect.

Yours very truly,

C. W. ENFIELD
Chief Counsel

By
JAMES B. DANIELS
Assistant Attorney

JBD:FRC

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ING

F-3-1(2)

4450

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
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OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

IN REPLY PLEASE REFER TO

April 21, 1955

Kendall Water and Improvement Company
c/o Mr. Elden W. Carter
Consulting Civil Engineer
319 S. W. Washington Street
Portland 4, Oregon

W. C. WILLIAMS

Gentlemen:

The Highway Commission has awarded a contract for improvement of 82nd Avenue to a four-lane standard from Flavel Street to the Southern Pacific Overcrossing. Our records indicate that the Kendall Water and Improvement Company has a facility consisting of mains, connections, et cetera, located along the route of the improvement.

The purpose of this letter is to give notice to the District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make minor revisions in facilities which project to or above the surface, such as meter boxes, valves, or service connections, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC:jv RHB:me

cc Mr. W. C. Williams
Mr. Forrest Cooper

2

NOTED
[illegible]

[illegible] - 1476

NOTED
F.T. YOUNG

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG
310 S W WASHINGTON ST
PORTLAND 4 OREGON

March 26, 1955

Mr. A. G. Skelton, Division Engineer,
State Highway Department,
9200 S.E. McLaughlin Blvd.,
Portland, Oregon.

Dear Sir:

Reference is made to the proposed four lane construction on Cascade Highway (S.E. 82nd Ave.) - S.E. Flavel St. to King Road section, and to the information furnished us by Mr. Broadwell.

The Kendall Water and Improvement Co., 7810 S.E. Harney St., Portland 6, Oregon, has water mains and services on both sides of and crossing S.E. 82nd Ave. The company is a private utility corporation regulated by the State Utilities Commissioner, the stock being owned by the residents of the area served by the water system.

We have been requested by the water company to submit to the Highway Department an estimate of cost of relocating or replacing those water mains and appurtenances which would interfere with the proposed highway construction.

Existing facilities on S.E. 82nd Ave. are as follows:

On the east side - 4" cast iron main from Flavel St. to Lambert St.
On the east side - 4" O.D. steel main from Flavel St. to point 200 ft. north of Clatsop St.
On the east side - 2" galv. main from end of 4" O.D. to Clatsop St.
On the west side - 2" galv. main from Malden St. to Clatsop St.
Crossings - 2" galv. main at Lambert St.
- 2" galv. main at Clatsop St.
Service lines crossing S.E. 82nd Ave.

Sherrett

The exact dates of installation of the above mains are not known, but all pipes are reported to be more than 20 yrs. old. Much of the system is relatively shallow and would not be clear of highway construction.

It is understood that the existing water mains in their present location will be under the proposed pavement making access difficult and expensive. Discussion with Highway Department officials has also brought out the point that the company later might be denied permission to install new mains when required after the highway construction is completed. The company's attorney has advised that this would in effect be taking its property without

D

[illegible] OF
[illegible] ENGINEER

just compensation and would be a contravention of the constitution, and it would have grounds for legal action.

Three different plans for relocation or replacing the facilities are here submitted with estimated cost of each shown.

Plan A

Moving meters, lowering or replacing service lines, and changing service connections at the main where existing taps are on top of main.

Estimated cost, including overhead - $ 1,000.00

This plan is a temporary solution only and still would leave the mains vulnerable to extensive damage by road building equipment. The expected remaining life of the mains would be considerably reduced once they are disturbed and frequent leaks could be expected. The capacity would continue to be limited and could not meet increased demand.

Plan B

Lowering the 4" cast iron main in place, replacing the 2" galv. main with new 2" galv. pipe at proper depth and location, reconnecting lateral mains, and moving and reconnecting services.

Estimated cost, including overhead - $ 7,500.00

This plan would keep the water system clear of highway construction, would extend its expected life, but would not provide capacity to meet future increased demand.

Plan C

Replacing the entire existing system along S.W. 82nd Ave. using 6" cast iron pipe on the east side and 2" galv. pipe on the west side, reconnecting lateral mains, and moving and reconnecting services.

Estimated cost, including overhead - $12,500.00

This plan would be the complete solution to the problem by providing facilities of adequate size and of permanent material located clear of the pavement and large enough to meet future demand.

The company is not in a position to finance proposed relocation or replacement of the mains and believes that the Highway Department should pay a share of the cost equal to the amount required to move the water system clear of the highway construction. It has been suggested that funds be raised by increasing the company's water rates with the approval of the utilities commissioner, but in view of the expected slow rate of return from such increased rates and the difficulties experienced now in collecting water bills at the present rates, this method would be neither popular nor practical.

The company has no alternative but to look to the Highway Department for financial assistance in order to keep the water users along S.E. 82nd Ave. adequately supplied. If some method could be found for the Highway Department to contract the replacement of the existing mains with adequate size and in the proper location, the company probably could meet a reasonable repayment program over a period of years.

Very truly yours,

Eldon W Carter

Eldon W. Carter, Engineer
Kendall Water Co.

cc- Kendall Water Co.
7810 S.E. Harney St.
Portland 6, Oregon

cc- Mr. Donald Joyce, Atty.
205 Lumbermens Bldg.
Portland 4, Oregon

RECEIVED
OFFICE -
DIVISION ENGINEER
DIVISION NO.

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X Files

Engineer of Materials

Form [illegible]

F-304(2)

GON STATE HIGHWAY DEPART T
Materials Division

LABORATORY REPORT

Project	Flavel St. - Clackamas Overcrossing			Prefix No.	103-1053
Highway	Cascade			County	Clackamas, Mult.
Contractor	Logan Taylor Co.	Contract No.	4450	F. A. Project No.	F-304(2)
Submitted by	M. J. Marrin Jr.			Date reported	June 30, 1955

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material	Portland Rd. & D/W Co.	Sampled at	Plant
To be used	Surfacing	Date received	June 29, 1955
Sampled by	Gartrell	Quantity represented	16,000 c.y.

TEST RESULTS

Laboratory No. 367056
Data Sheet No. [illegible]25545

Type of material Crushed Gravel 2"-0
Screen opening: To 1/4": Square; 1/4" and below: Square:

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1 1/2	2.8	2.8	
1 1/4	24.2	27.0	
1	11.0	38.0	
3/4	12.9	50.9	
[illegible]	7.9	58.8	
[illegible]	9.4	68.2	
[illegible]	12.6	80.8	
[illegible]	15.1	95.9	
Dust	4.1	4.1	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	4	%
Manufactured fines		%
Liquid limit: Natural fines	23	%
Manufactured fines		%

% Crushed 57.6

RECOMMENDATIONS

Material as represented by this sample is suitable for use.

TEST REPORT DISTRIBUTION:

- Bureau of Public Roads
- X Construction Engineer
- X Maintenance Engineer
- Bridge Engineer
- Requisition Office
- Division Engineer
- X Resident Engineer Skelton
- X Dist. Maint. Supt. Marrin
- Foreman
- X Geology and Soils
- X Files

Engineer of Materials

State Printing 79025

6

RECEIVED
JUN 13 1955
FOR FILING

F-23-1-2

4450

June 13, 1955

Logan, Taylor & Co.
7800 N. E. Killingsworth Ave.
Portland, Oregon

Gentlemen:

We enclose herewith for your files a fully executed copy of contract No. 4450 awarded to you by the State Highway Commission May 27, 1955, for grading and paving on Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Clackamas and Multnomah Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

RECEIVED
JUN 8 1955
FOR FILING

F-304 (2)
4450

June 6, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 28, 1955, on Contract No. 4450, Flavel Street-Clackamas Overcrossing Section, in Multnomah and Clackamas Counties, in connection with Federal Aid Project No. F-304 (2).

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

DBP:ia

Files

B

COMMERCE

INDEMNITY COMPANY
Glens Falls, New York

PACIFIC COAST DEPARTMENT
R. H. GRIFFITH, VICE-PRESIDENT
JOHN L. SERGEANT, SECRETARY
6TH FLOOR MILLS TOWER
SAN FRANCISCO 4, CALIFORNIA

RECEIVED
JUN 3 1955
FOR FILING

F-3-4 (2)
4450

AMERATA & SCHRAM
440 MEAD BUILDING
PORTLAND 4, OREGON

June 1, 1955

The Honorable Robert B. Taylor,
Insurance Commissioner
State of Oregon
Salem, Oregon

Re: JAMES E. SCHRAM and/or FRANK AMERATA POWER
ATTORNEY #1160 GLENS FALLS INSURANCE COMPANY
Dated May 26, 1955

Dear Bob:

When the Glens Falls Indemnity Company switched their business over to the Glens Falls Insurance Company we had been informed that our Glens Falls Indemnity Company Powers of Attorney had been duplicated and for the same amounts. However, this was not done and we are therefore enclosing Power of Attorney in the amount of $ 600,000.00 which will adequately comply with a recent Oregon State Highway Commission Performance Bond which weexecuted on behalf of our clients, Logan, Taylor & Company, in the amount of $ 379,974.00 under their state contract No. 4450.

You will shortly receive a new Power of Attorney on behalf of our agency in the amount of $ 1,000,000.00 to cover these transactions; said Power of Attorney to be in the Glens Falls Insurance Company.

With all best wishes we remain

Yours very truly,

AMERATA & SCHRAM

Amerata

Frank Amerata

NOTED
R. B. GLAISYER

fa:bh
enc: Power of Attorney 1160
cc: Oregon State Highway Commission

REFERRED
BY SECRETARY

RECEIVED
JUN 3 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1955
FOR FILING

F-304 ([illegible])
4450

May 27, 1955

NOTED
J. Mc C.

Logan Taylor Co.
7800 N. E. Killingsworth
Portland 13, Oregon

Gentlemen:

The State Highway Commission on April 13, 1955 accepted your proposal for grading and paving Flavel Street-Clackamas Overcrossing Section of Cascade Highway in Clackamas and Multnomah Counties for the sum of $379,934 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 4450.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

mm

cc: H. G. Smith
S. H. Probert
R. G. Savage, SIAC

B

COMMERCE
PUBLIC ROADS
DIVISION EIGHT

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a full rate telegram
FULL RATE TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

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WESTERN UNION

W. P. MARSHALL, PRESIDENT

1206 10-51

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHIP RADIOGRAM ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
May 27, 1955
8:55 a.m.

Logan Taylor Co.
7800 N. E. Killingsworth
Portland 13, Oregon

Contract for grading and paving Flavel Street-Clackamas Overcrossing Section of Cascade Highway, Clackamas and Multnomah Counties for which you submitted low bid on April 13, 1955 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files ✓
C. W. Head

Engineer

RECEIVED
MAY 31 1955
[illegible]
[illegible] COMMISSION

B

File

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

F-304(2)

May 27, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project F-304(2), Flavel Street-Clackamas Overcrossing Section of the Cascade Highway, we hereby concur as of this date in award of contract No. 4450 to Logan Taylor Company of Portland, Oregon, low bidder in the amount of $379,934.00 at the April 13, 1955 bid opening.

Very truly yours,

CGPolk
C. G. POLK
District Engineer

RECEIVED
MAY 31 1955
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 1 1955
FOR FILING

F-304 (2)
1450

6

May 27, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Flavel Street-Clackamas Overcrossing Section of the Cascade Highway in Multnomah and Clackamas Counties, Project F-304 (2), to the Logan Taylor Co. of Portland, Oregon, on the basis of the bid of $379,934.00 submitted on April 13, 1955.

All rights of entry required for this contract are acquired.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

SWP:ia

RECEIVED
MAY 18 1955
FOR FILING

FORM [illegible]

F-304(2)

4450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1955

5655

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

NOTED
W. C. WILLIAMS

It appears that playing freeze-out with the Barwell Water District paid off. By a letter from their engineer, Elden W. Carter, copy attached, they indicate that they are going to make considerable replacement of the facilities on their own.

Forrest Cooper

Forrest Cooper
Ass't. Construction Engineer

FC:jv

RECEIVED
[illegible]

Copy to Mesna
5-10-55
Eau

ELDEN W. CARTER
CONSULTING CIVIL ENGINEER
PORTLAND TRUST BLDG
319 S. W. WASHINGTON ST
PORTLAND 4 OREGON

May 6, 1955

Mr. A. G. Skelton, Division Engineer,
Oregon State Highway Department,
P. O. Box 4699,
Portland 2, Oregon.

Dear Sir:

The Barwell Park Water District, Clackamas County, proposes to replace some of the old existing water mains on Cascade Highway (S.E. 82nd Ave.) ahead of the proposed highway construction. The amount of replacement is limited by the district's financial ability and plans for the district's orderly replacement program have had to be revised to include certain crossings which are not desirable.

The proposes new mains, the location of which has been discussed with highway department officials, are below listed:

Sta. 352/00 to 367/50 - East side 27.5 ft. from center line - 6" O.D. steel pipe.
Sta. 367/50 to 376/00 - East side 27.5 ft. from center line - 4" O.D. steel pipe.
Sta. 348/25 to 379/00 - West side 27.5 ft. from center line - 2" galv. steel pipe.

Crossings with 4" O.D. steel pipe at:

Sta. 332/95
Sta. 336/50
Sta. 339/00
Sta. 341/50
Sta. 344/00
Sta. 348/25
Sta. 354/50
Sta. 358/10
Sta. 362/15
Sta. 367/10
Sta. 375/85

The contract for the pipe installation is with the Eugene Ruedy Company who will furnish insurance certificate if necessary. The work can proceed as soon as arrangements for materials can be made.

Very truly yours,

Elden W. Carter

Elden W. Carter, Engineer
Barwell Park Water District

RECEIVED
MAY 9 1955
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
MAY 20 1955
FOR FILING

F-304(2)
ACCOUNT 6
-1450
DATE May 13, 1955

Carl E. Green & Associates
CONSULTING ENGINEERS

TELEPHONE: BROADWAY 2770
510 HENRY BUILDING
PORTLAND 4, OREGON

NOTED
W. C. WILLIAMS

PLEASE RETURN TO
W. C. WILLIAMS

R. H. Baldock
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Clackamas Water District

Dear Sir:

This will acknowledge your letter of April 21 addressed to the Clackamas Water District in our care regarding improvement of S. E. 82nd Avenue and the Clackamas Water District facilities.

This matter has been referred to the Board of Commissioners of the District and steps are being taken to change services, fire hydrants, pipe lines and valves along the route of the work as made necessary by the State Highway Improvement.

The Clackamas Water District will keep accurate records of costs involved and will expect reasonable compensation from the State Highway Commission for the work that has been made necessary by the Highway Improvement.

Very truly yours,

CARL E. GREEN & ASSOCIATES

By Carl E. Green

CEG:hw
cc: Clackamas Water District

REFERRED TO
Mr. Williams
By State Highway Engineer

RECEIVED

NOTED
FORREST COOPER

RECEIVED
APR 29 1955
FOR FILING

F-324(2)
1450

April 29, 1955

5655

Mr. C. A. Elliott
9691 S. E. 82nd Avenue
Portland 66, Oregon

Dear Sir:

Reference is made to your recent undated post card as to whether or not a divider would be installed on 82nd Avenue at the Drive-in Theater.

I previously instructed our Engineering Department to contact you in this matter, and I am advised that our District Maintenance Superintendent, Mr. Rohrbough, contacted you and discussed this matter on February 9. He advised you that we had no present plans for a traffic divider or refuge for left-turn movement.

We have no plans any different at this time but will study conditions after the pavement widening has been completed and opened to traffic, at which time a further study will be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Deputy State Highway Engineer

WCW:ms

cc Mr. F. B. Crandall
Mr. A. G. Skelton

We hear rumors of a divider in the highway at the suggestion of the Drive-in theatre opposite our service station.

Should someone from your office be near please ask him if he would leave me a copy of the proposed divider. We on this side are a bit concerned of the results. At the same time we don't want to harm either.

Sincerely,
9691-S.E. 82nd ave. C.A.Elliott
Portland 66, Ore. C.A.ELLIOTT

Note: Please come to the house at rear of station [illegible]

RECEIVED
APR 21 1955
FOR FILING

F-304(2)
14 50

April 21, 1955

Clackamas Water District
c/o Carl E. Green and Associates
Consulting Engineers
Henry Building
Portland, Oregon

Gentlemen:

The Highway Commission has awarded a contract for improvement of 82nd Avenue to a four-lane standard from Flavel Street to the Southern Pacific Overcrossing. Our records indicate that the Clackamas Water District has a facility consisting of mains, connections, et cetera, located along the route of the improvement.

The purpose of this letter is to give notice to the District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make minor revisions in facilities which project to or above the surface, such as meter boxes, valves, or service connections, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC:jv RHB:me

cc Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
APR 21 1955
FOR FILING

F-304 (2)
4450

April 21, 1955

Barwell Park Water District
c/o Mr. Elden W. Carter
Consulting Civil Engineer
319 S. W. Washington Street
Portland 4, Oregon

Gentlemen:

The Highway Commission has awarded a contract for improvement of 82nd Avenue to a four-lane standard from Flavel Street to the Southern Pacific Overcrossing. Our records indicate that the Barwell Park Water District has a facility consisting of mains, connections, et cetera, located along the route of the improvement.

The purpose of this letter is to give notice to the District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make minor revisions in facilities which project to or above the surface, such as meter boxes, valves, or service connections, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC:jv RHB:me

cc Mr. W. C. Williams
Mr. Forrest Cooper

RECEIVED
APR 21 1955
FOR FILING

F-304 (2)
#4450

April 21, 1955

Kendall Water and Improvement Company
c/o Mr. Elden W. Carter
Consulting Civil Engineer
319 S. W. Washington Street
Portland 4, Oregon

Gentlemen:

The Highway Commission has awarded a contract for improvement of 82nd Avenue to a four-lane standard from Flavel Street to the Southern Pacific Overcrossing. Our records indicate that the Kendall Water and Improvement Company has a facility consisting of mains, connections, et cetera, located along the route of the improvement.

The purpose of this letter is to give notice to the District of the Highway Department's intentions. No rearrangement of the District's facilities will be done by the State, as the Water District is occupying the right of way under a permit, except that the Highway Department will make minor revisions in facilities which project to or above the surface, such as meter boxes, valves, or service connections, which cost the State will assume.

Very truly yours,

R. H. Baldock
State Highway Engineer

FC:jv RHB:ms

cc Mr. W. C. Williams - Copy referred to 4-26-55 P.J.
Mr. Forrest Cooper

RECEIVED
MAY 9 1955
FOR FILING

FORM 530—50M—10-54—7948
F-304(21)
4/4/55

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 5, 1955

NOTED
W. C. WILLIAMS

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer

The Design Department is trying [illegible] to complete the plans for the [illegible] Avenue project from Killingsworth to Sandy Boulevard on the Cascade Highway. We are attempting to meet the deadline for the May letting. I wish to inform you [illegible] features of this job.

The traffic on this street is between 8,000 and 9,000 vehicles per day. The right of way width is 80 feet. The project as originally submitted to the Construction Office some 2 or 3 months ago contemplated the construction of a minimum four-lane section, however no provision was made for drainage. The street northerly from Sandy Boulevard falls fairly rapidly to the north and cross-drainage from the west also enters at several points. I did not consider it feasible to attempt the project without proper drainage and returned it to the field for the inclusion of a storm sewer, which has now been designed for all of the project except the northerly 800 or 900 feet which is adjacent to undeveloped property. On this section it is possible to get a 48-foot paved section with 4-foot shoulders on the existing right of way. Ultimately, the sewer will have to be extended north to Killingsworth with a full curb section. The reason for not doing it at this time is finances, and the fact that the abutting owners will participate in the cost of the storm sewer when the property is developed.

The stationing runs from north to south starting from 0+00 at Killingsworth and ending at Station 37 at Sandy. From Station 10 to Station 26 we propose a 64-foot curb to curb section with storm sewers and from 26 to 37 a 60-foot section slightly eccentric with centerline to preserve an existing curb, also in the interests of economy. This could be increased at a later date, if necessary, to 63 feet by removal and reconstruction of the westerly curb. It will be possible to stripe the 60-foot section for a tight four-lane with parking.

The present estimated cost of the project is $100,000.

The purpose of this letter is to inform you of the type of improvement that is contemplated, which does not entirely conform to the standards commensurate with the traffic, and to notify you of the overrun in cost.

The Project data is in the Design Office for your inspection if you wish it.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv

RECEIVED
APR 4 1955
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1955

SUBJECT:

To: Mr. A. G. Skelton
Division Engineer

NOTED
W. C. WILLIAMS

Referring to the matter of adjustment of water services, fire plugs and other items on the Flavel Street-Clackamas Overcrossing Section, I am having $5,000 put in the project authorization to cover these items. This money is contemplated for use only in handling the so-called "surface" revisions. The mains are to remain in place.

By letters to you, Mr. Elden W. Carter, consulting engineer, has requested that the Highway Commission relocate the mains of the Barwell Park Water District at a cost of approximately $20,000 and of the Kendall Water District at an estimated cost of $12,600. Mr. Carter should be informed that the State will not relocate the mains but will take care of only the minor items necessary to clear their surface facilities from the travelled roadway. It is also contemplated that the Highway Commission will take care of the so-called surface items on the Clackamas Water District lines.

Forrest Cooper
Forrest Cooper
Ass't. Construction Engineer

FC:jv

cc: W. C. Williams ✓

RECEIVED
MAR 31 1955
FOR FILING

F-204 (1)
4-1-55

5655

March 30, 1955

Oregon State Highway Commission

Gentlemen:

In our current federal-aid program, we have planned to widen 82nd Avenue (Cascade Secondary Highway) to four lanes of traffic from the Portland city limits at Flavel Street southward to the Clackamas Overcrossing, a distance of four miles. The northerly 1.5-mile section of this project lies within an existing 60-foot right of way with heavy culture adjacent thereto. We planned a section that would not require the purchasing of new right of way, but this is objected to by the Bureau of Public Roads.

The existing 82nd Avenue through the city of Portland has a curb-to-curb width of 56 feet, and we had proposed to continue this 56-foot width as far south as King Road. From King Road south to the Clackamas Overcrossing culture is not as great, and we were able to obtain additional right of way without undue cost over this section.

To provide the right of way required to meet the Bureau's request between Flavel Street and King Road would cost $300,000, plus an additional $66,000 construction cost, or a total increased cost of $366,000. The total estimated cost of the section we had planned is $205,000, and, owing to the fact that all of the Cascade Secondary Highway through Portland is now on a 56-foot width, we do not think this high expenditure for a short 1½-mile section is justified.

We, therefore, propose to withdraw this 1½-mile section from the federal-aid program and to construct it with state funds, and the total cost thereof will be far less than would the State's cost on a federal-aid project, even including federal-aid participation.

I discussed this matter with Mr. Reynolds and Mr. McIver, and on the basis of their approval we are calling bids on this section as a state project. There are sufficient funds available to handle this as a state project, and the Division allocation percentage will be adjusted in such a manner as to keep Division I's allocation in balance according to formula.

This matter will be on the agenda, and it is requested that you confirm approval as a state project. The section from King Road south meets federal-aid requirements and will be constructed as a federal-aid project.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me gm

cc Mr. S. H. Probert
Mr. H. G. Smith
Mr. C. H. Maison

File

ED
8 1955
OR FILING

[illegible]
R/W
Cascade Sec

March 25, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to your request for additional information relating to proposed pavement widening on 82nd Avenue from the Portland city limits at Flavel St. southward to approximately King Road, Project U-199 (9), we submit the following:

To increase lane widths to 12 feet, parking lane widths to 8 feet and neutral zone width to 4 feet would entail additional costs as follows:

Additional right of way cost:

(1) If centerline were shifted to require widening on one side only	$300,000
(2) If centerline were to be held as is	$400,000
Additional construction cost	$ 66,000

In view of the future necessity for construction of an expressway paralleling 82nd Avenue in close proximity, as outlined in our letter of March 23, provision of the additional widths at the heavy additional costs indicated would, in our opinion, be wholly unwarranted and a waste of federal and state money.

The situation in this respect is quite different from that on the unit to the south of King Road, Project F-304 (2), on which we propose to use the wider neutral zone width and lane width, for the reason that right of way costs on the south unit are much lower.

As regard traffic volumes, the situation of the Flavel Street-King Road Unit is as follows:

	1955 (ADT)	1975 (ADT)
On 82nd Ave. without construction of paralleling expressway	12,000	24,000
On 82nd Ave. after construction of paralleling expressway	--	10,000
On paralleling expressway	--	25,000

Our thinking is that the type of construction we are proposing will be reasonably adequate for the next 15 to 20 years and that, by that time, construction of the paralleling expressway or some other means of alleviating conditions on 82nd Avenue, will have been forced by the much heavier traffic using that avenue at points farther north.

With respect to the grade crossing of the Portland Traction Company tracks near Flavel Street, the priority No. 9 assigned to it at the time our priority survey was made, is quite unrealistic. The formula used seems to have made no distinction between the railway trains usually involved at grade crossings and the street cars which use the crossing we are now concerned with. For that reason, the assigned priority rating of 9 should be disregarded. The factor to be considered is that of permanence. The Portland Traction Company, owner and operator of the line, has petitioned the State Public Utilities Commissioner for authority to discontinue its passenger service on the line. This does not assure immediate discontinuance of the passenger service, but the history of similar cases in Oregon and elsewhere indicates a strong probability of early discontinuance of the service. With such discontinuance in prospect, the expenditure of public money for a grade separation would, in our opinion, be most unwise. The accident record for the crossing for the period 1946 to 1954, inclusive, shows 7 accidents with 2 personal injuries and no fatalities.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:la

As regards traffic volumes, the situation of the Flavel Street-King Road Unit is as follows:

	1955 (ADT)	1975 (ADT)
On 82nd Ave. without construction of paralleling expressway	12,000	24,000
On 82nd Ave. after construction of paralleling expressway	--	10,000
On paralleling expressway	--	25,000

Our thinking is that the type of construction we are proposing will be reasonably adequate for the next 15 to 20 years and that, by that time, construction of the paralleling expressway or some other means of alleviating conditions on 82nd Avenue, will have been forced by the much heavier traffic using that avenue at points farther north.

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R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ia

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On paralleling expressway	--	25,000

These are revised [illegible]

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Very truly yours,

R. H. Baldock
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:la

VED
AR 29 1955
FOR FILING
FORM 530—50M—4-54—74386

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24th, 1955

SUBJECT: Widening Cascade Highway

To: Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Project U-199 (9)

Dear Sir:

Reference is made to your telephone call of this date when you requested an estimate of both the right of way and construction cost for widening the Cascade Highway Project from S. E. Flavel Street to S. E. King Road. This widening would require taking either 6 feet on each side of the road or 12 feet on one side. This would permit four 12 foot lanes, a 4 foot neutral zone, and 8 foot parking lanes on each side, and would put the roadside face of the curb 2 feet from the new property line, which is the same relative location of the curb as in our present plans.

Mr. Edwin Johnson of the Right of Way Department has made a hurried appraisal of right of way cost, and I am enclosing a copy of his report on this to myself. You will note that he estimates right of way costs to $405,000 for a 6 foot taking on each side and $290,000 for a 12 foot taking on the east side only. Our estimate for additional construction cost due to this widening totals $66,000, and I am enclosing copy of Mr. Broadwell's itemized estimate on this construction cost.

As I mentioned in our telephone conversation, if this section is widened, I think it would be advantageous to take an additional 2 feet on each side, or 4 feet on the east side, which would permit us a walkway area of 4 feet from the face of the curb to the property line. I believe our right of way estimate is sufficiently high, so that this additional right of way could be obtained at or close to Mr. Johnson's estimate.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
Encl.
cc: W. C. Williams
H. G. Smith

REFERRED TO
Mr. Probert
By State Highway Engineer

RECEIVED
MAR 25 1955
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 25M 9-51 52316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24, 1955

SUBJECT: Estimate of Right of Way Costs
Between S.E. Flavel St. & S.E. King Road
Cascade Highway

To: Mr. A. G. Skelton
Division Engineer
State Highway Department
Portland, Oregon

Dear Sir:

I have made a windshield appraisal for estimating the cost of acquiring 6 feet of additional right of way on the West and East sides of S. E. 82nd Avenue, between S. E. Flavel Street and S. E. King Road.

For this taking I estimate the right of way cost to be. . . . $405,000.00.

For taking 12 feet on the East side of the highway, only,
I estimate the cost of right of way to be . . . . $290,000.00.

Please bear in mind that there is considerable development in this area, therefore, these figures could increase considerably over any length of time.

Very truly yours,

R. L. PORTER
RIGHT OF WAY ENGINEER

Edwin Johnson
EDWIN JOHNSON
Right of Way Agent

EJ:lf
cc: R. L. Porter

ESTIMATE OF ADDITIONAL COST FOR WIDENING TO 68' ROADWAY
CASCADE HIGHWAY
S. E. FLAVEL TO S. E. KING ROAD
STA. 305+87.5 to Sta. 381+50

Item	Quantity	Price	Amount
General Excavation	4,800 C.Y.	$ 0.50	$ 2,400.00
Drainage Excavation	110 C.Y.	3.50	385.00
Truck Haul	9,500 Yd.Mi.	0.16	1,520.00
12" Conc. Sewer Pipe	350 Ft.	2.10	735.00
2-1/2" Material in Base	4,000 C.Y.	2.25	9,000.00
3/4" Mtrl. in Leveling Crse.	800 C.Y.	3.50	2,800.00
Sprinkling	120 M.Gal.	2.50	300.00
3/4" Material in Binder	100 C.Y.	3.50	350.00
RC-3 Asph. in Binder	17 Tons	40.00	680.00
Class "B" Asph. Concrete	2,100 Tons	5.50	11,550.00
Concrete Traffic Divider	825 C.Y.	35.00	28,875.00
			$58,595.00
Plus 12-1/2% Engineering and Contingencies			7,405.00
Total			$66,000.00

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

March 24, 1955

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your recently submitted urban highway program was forwarded to our Washington Office with deferral of approval recommended for Items 38 and 39 pending a further study of these two projects.

Mr. W. C. Williams was informed of this action and with respect to Item 38, 82nd Avenue project, was requested to furnish information as to the cost of obtaining sufficient additional right of way to provide four, 12' traffic lanes, two 8' parking lanes and a 4' median; also reasons for not providing a separation of the interurban railroad near Johnson Creek, a grade crossing designated by your traffic department as the 9th most hazardous of the 259 crossings on the primary and urban systems. In answer thereto we now have your March 23 letter outlining your long range plans for an ultimate expressway closely parallel to 82nd Avenue. That letter, however, does not provide the information previously requested and although a copy of it will be forwarded to our Division Office today, we do not believe any action will be taken toward approval of the project until such information is received.

Very truly yours,

CGPolk

C. G. POLK
District Engineer

RECEIVED
MAR 24 1955
STATE H[illegible] COMMISSION

State Highway Engineer

Encl.
cc Mr. W. C. Williams

RECEIVED
MAR 24 1955
FOR FILING

[illegible]
RW
[illegible]

March 23, 1955

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is to the request for consideration of widening the proposed 56-foot curb-to-curb width of the extension of the Cascade Secondary Highway (82nd Avenue) from the Portland city limits at Flavel Street southward to approximately King Road. Our proposal for extending the existing 56-foot width, which now extends from US30 on the north (at Mile Point 0.71) to Flavel Street on the south (at Mile Point 6.49), which is a distance of 5.78 miles, is based on the assumption that, while 82nd Avenue will always be a major city street, it will not be a portion of the ultimate highway routing.

We have made a study of plans for an ultimate expressway throughout the length of the Cascade Highway from Oregon City to the Columbia River, and I attach hereto a map and profile indicating the location of the proposed expressway, estimate of cost, et cetera. You will note that the proposed expressway is completely removed from 82nd Avenue except for a section between Sandy Boulevard and N. E. Siskiyou Street, where a tunnel is planned. This tunnel, however, would be constructed in such a manner as not to interfere with the existing 82nd Avenue surface. You will further note that from Flavel Street at the south city limits of Portland the proposed routing would remain east of 82nd Avenue to Johnson Creek Boulevard where it would swing to the west side of 82nd Avenue, where it would be constructed in such a manner as not to interfere with the businesses fronting now and in the future on 82nd Avenue.

The cost to acquire right of way sufficient to widen the proposed improvement from Flavel Street to King Road is greater than the benefits that would be obtained, in that there would be no particular gain in having this 1.5-mile section wider than the 5.78-mile section through the city proper.

We ask your early consideration of the request for improved width and urge your approval based on facts outlined above.

The plans submitted herewith are working diagrams only, and it is requested that they be returned as soon as you have completed your usage of the map and profile.

Very truly yours,

R. H. Baldock
State Highway Engineer

WCW:me hi
Encl.
cc Mr. W. C. Williams

RECEIVED
MAR 1 1955
FOR FILING

F-34 (2)
[illegible]

5155

Salem, Oregon
February 25, 1955

Mr. F. B. Crandall

Reference is to discussions had pertaining to possibility of providing a left-turn refuge at the entrance to the drive-in theater on 82nd Avenue.

You have recently submitted a plan which could be fitted into the proposed pavement widening without any work required other than jiggle-bar installation. I am somewhat apprehensive of prohibiting parking for a two-block section (which would be of some detriment to existing businesses on the west side of 82nd Avenue) to provide better access to the drive-in theater. However, I admit that we must look to the safety of the road user and it may be that such a left-turn refuge should be provided. I would suggest, however, that we construct the widened section and then make a further study as to the need of the left-turn refuge. If the studies indicate it is desirable, it can readily be installed without a loss of any expenditure, and I believe that the drive-in theater should pay the costs of the same if it is decided to do so.

Based on the above, I recommend we take no further action until the pavement widening has been completed. If you have other ideas, please advise me.

W. C. Williams

WCW:me

cc Mr. A. G. Skelton

FILING 1022

FORM E-30

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 24, 1955

SUBJECT: Provision Left-turn Refuge
Entrance Drive-In Theater
82nd Avenue - Portland
Assignment WCW 5655 - Skelton

To: W. C. Williams
Deputy State Highway Engineer
Office

I received copy of Mr. Skelton's inter-office of February 10th to you in connection with the above-indicated assignment, all having to do with the possibility of providing left-turn refuge in our plans for 82nd Avenue widening and in the vicinity of the drive-in theater.

Such treatment could be provided within our present right-of-way limits with elimination of curb parking and as per plan attached.

To Mr. Crandall's office 3-3-55 P.Y.

NOTED
W. C. WILLIAMS

The theater entrance probably generates a greater left-turn volume than any other intersection along this portion of 82nd. However, some question might be raised in providing special facilities with State Funds to accommodate private interest and we can probably expect some criticism. Trafficwise, I think the provision for a left turn would be in order, however, I would suggest that some approach be made to the theater owners looking to the possibility of their financing the additional cost of providing a left-turn refuge, which should not be too great what with jiggle bar treatment rather than heavy channelizing and signalization work.

F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC:jr
Attachment

RECEIVED
FEB 24 1955
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1955

[illegible]

CITY OF PORTLAND

Oregon

COPY

February 15, 1955

Mr. H. B. Glaisyer, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Glaisyer:

Please be advised that in our letter dated February 10 we neglected to mention that the map approved by the City Council was that on which was included the four-lane pavement on 82nd Avenue from Flavel Street to King Road.

For your convenience, a copy of Commissioner Bowes' report is transmitted herewith.

Yours very truly,

(sgd) Will Gibson

Auditor of the City of Portland

RLM:fd
Enc.

[illegible]

RECEIVED

CITY OF PORTLAND

OREGON

February 4, 1955

C
O
P
Y

TO THE COUNCIL.

Your Commissioner of Public Works transmits herewith a map showing the revised Federal-aid Urban System for the City of Portland, with the area shaded in green being deleted and those shaded in blue being added to the Portland Urban Area.

This map represents the first proposed change since March 13, 1952, at which time the Council approved the tentative map submitted by the State Highway Department. The Highway Commission now proposes these changes in order to make Federal-aid Funds available for construction of the proposed SW Freeway and the extension of the four-lane pavement on 82nd Avenue from Flavel Street to King Road.

Members of the Public Works Coordinating Committee have been contacted and they have approved the proposed changes. Your Commissioner therefore

RECOMMENDS

That the Council approve the map as submitted.

Respectfully submitted,

(sgd) Wm. A. Bowes

Commissioner of Public Works

B:R

RECEIVED
FOR FILING

FORM E30—50M—10-54—7949

F 2-1 [illegible]

44FD

5655

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

NOTED
W. C. WILLIAMS

Portland, Oregon
February 10, 1955

SUBJECT: Assignment No. 5655
C.A. Elliott-82nd Avenue

To: Mr. W. C. Williams
Deputy State Highway Engineer
Salem, Oregon

Dear Sir:

Under date of February 7, 1955, by your assignment No. 5655, you forwarded a post card from a Mr. C. A. Elliott, who has a service station on the west side of 82nd Avenue approximately 6000 feet south of Flavel Street and across 82nd Avenue from the entrance to the drive-in theater. Mr. Elliott was concerned about our plans for the four lane reconstruction schedule on 82nd Avenue (Cascade Secondary) between Flavel Street and the Clackamas overhead crossing over the Southern Pacific, particularly anything we might do to channelize traffic going to the drive-in theater.

Darel Rohrbough stopped in to see Mr. Elliott yesterday, and explained to him about our proposed construction adjacent to his property, and also advised him that we had no definite information concerning any special treatment for a left turn hide out for traffic going to the drive-in theater. H. C. Broadwell had previously shown Mr. Elliott what our plans are at that point, and had mentioned to him the possibility of a left turn hide out at the theater, which could be constructed within our right of way by eliminating parking along the curb line for a short distance each way. Until Mr. Crandall has completed his portion of the design of this project, I do not know that any further information could be given to Mr. Elliott.

Yours very truly,

A. G. Skelton

A. G. SKELTON
Division Engineer

AGS:w
cc: H. G. Smith
F. B. Crandall
D. D. Rohrbough
H. C. Broadwell

RECEIVED
FEB 11 1955
OFFICE OF
STATE HIGHWAY ENGINEER

ASSIGNMENT

Date: February 7, 1955 No. 5655 By wcw

Description: Card received February 4 (undated) from C. A. Elliott, Portland, who lives on S. E. 82nd Avenue opposite the Drive-in Theatre. He asks whether new four-lane highway will disturb their service station.

Acknowledged by____ Referred to Skelton

- ☒ Investigate and report with recommendation
- ☐ Such action as necessary and report
- ☐ Comment or recommendation
- ☐ Return with rough draft of reply
- ☐ Prepare reply for signature of Mr.________
- ☐ Contact correspondent and report

Remarks:

PLEASE RETURN TO
W. C. WILLIAMS

Executed 2-11-55 Report Received________

NOT
W. C. WILLIAMS

lemen: -

We live at [illegible]
S. E. 82nd Ave., opposite
the drive-in theatre.

It seems the
new 4 lane idea
is going to molest
our service station
by the button
system for the show.

Will you please
have some see me
at rear of station and
not disturb our tenant
in the station.

Thanks
C A Elliott
C. A. ELLIOTT

PLEASE RETURN TO
W. C. WILLIAMS

RECEIVED
FOR FILING

F-304 (4)
4450

December 16, 1954

Oregon State Highway Commission

Gentlemen:

We have completed the survey for widening to four lanes that portion of the Cascade Secondary Highway (82nd Avenue) from the Portland city limits south to the overcrossing of the Southern Pacific Company's tracks a short distance north of Lake Road, which is the route of the Clackamas Secondary Highway.

Your approval of the survey is recommended.

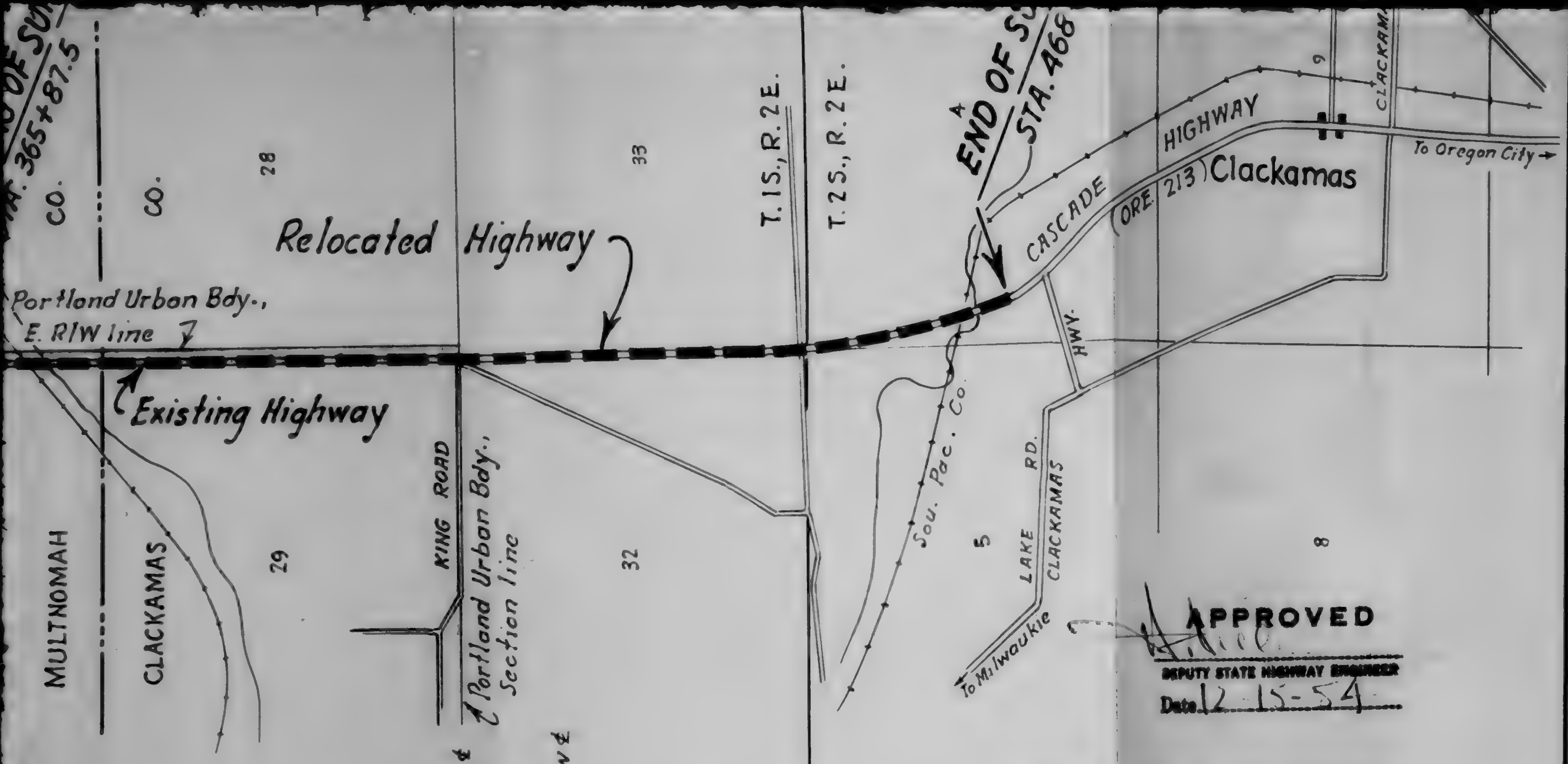
Very truly yours,

R. H. Baldock
State Highway Engineer

Attachment

cc Mr. H. G. Smith

WCW:me lg


365+87.5
CO.
CO.
MULTNOMAH
CLACKAMAS
28
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33
32
Relocated Highway
Existing Highway
Portland Urban Bdy., E. R/W line
KING ROAD
Portland Urban Bdy., Section line
T. 1 S., R. 2 E.
T. 2 S., R. 2 E.
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4
5
8
9
Sou. Pac. Co.
LAKE RD.
CLACKAMAS
HWY.
To Milwaukie
CASCADE HIGHWAY
(ORE. 213)
Clackamas
CLACKAMA
To Oregon City →

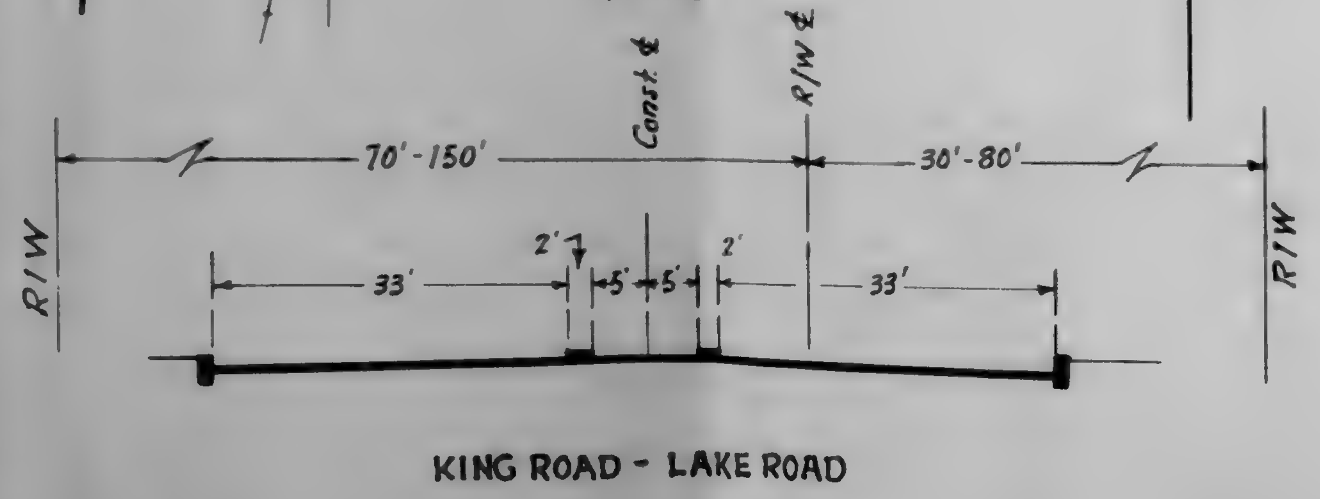
APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 12-15-54

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

S.E. FLAVEL ST. - LAKE RD. SECTION

CASCADE HIGHWAY
CLACKAMAS AND MULTNOMAH COUNTIES
Scale: 1" = 2000'   Dec., 1954
DRG. NO. 1R-5-620

CAL SECTIONS


R/W
70'-150'
Const. ℄
R/W ℄
30'-80'
R/W
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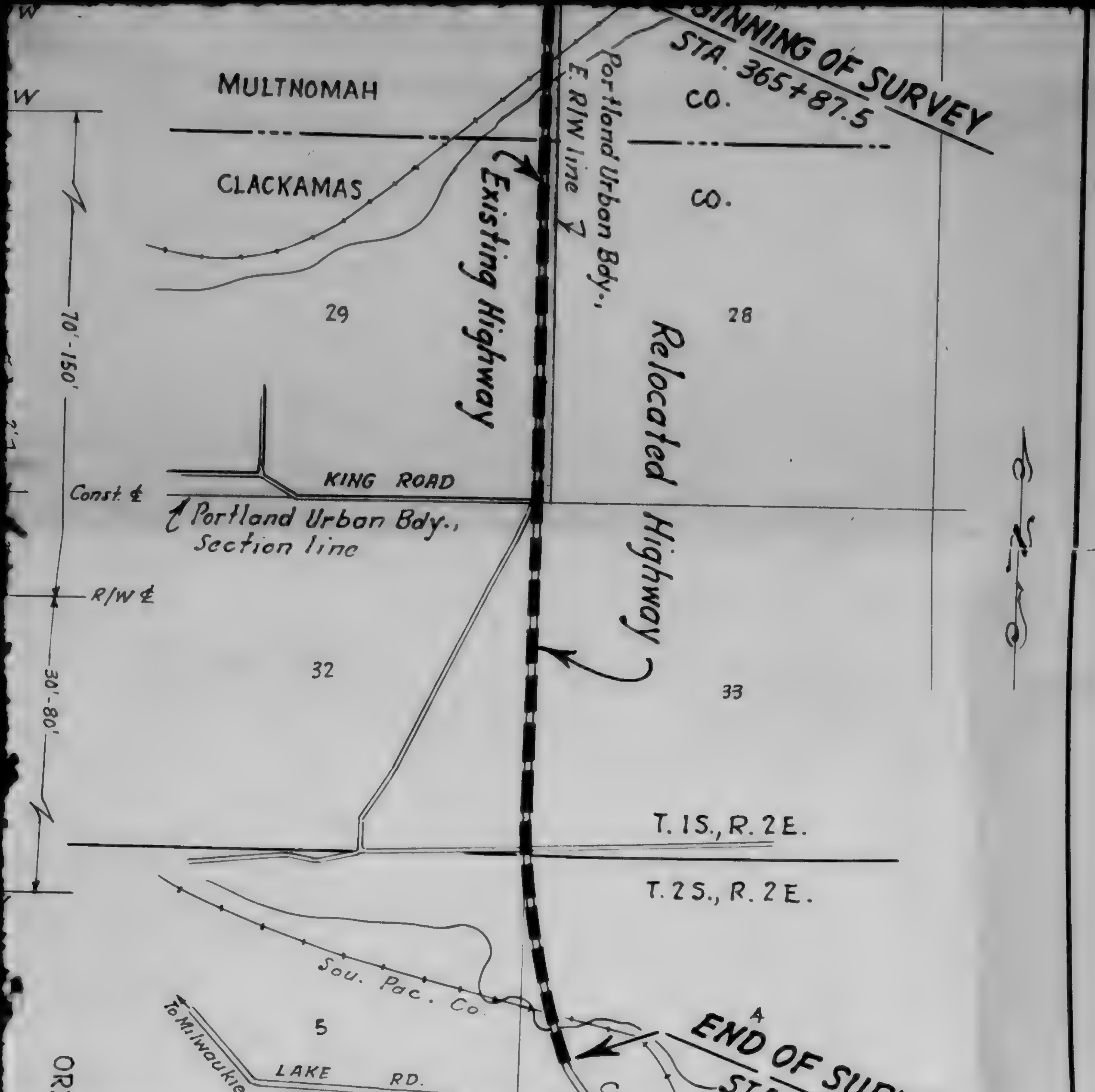
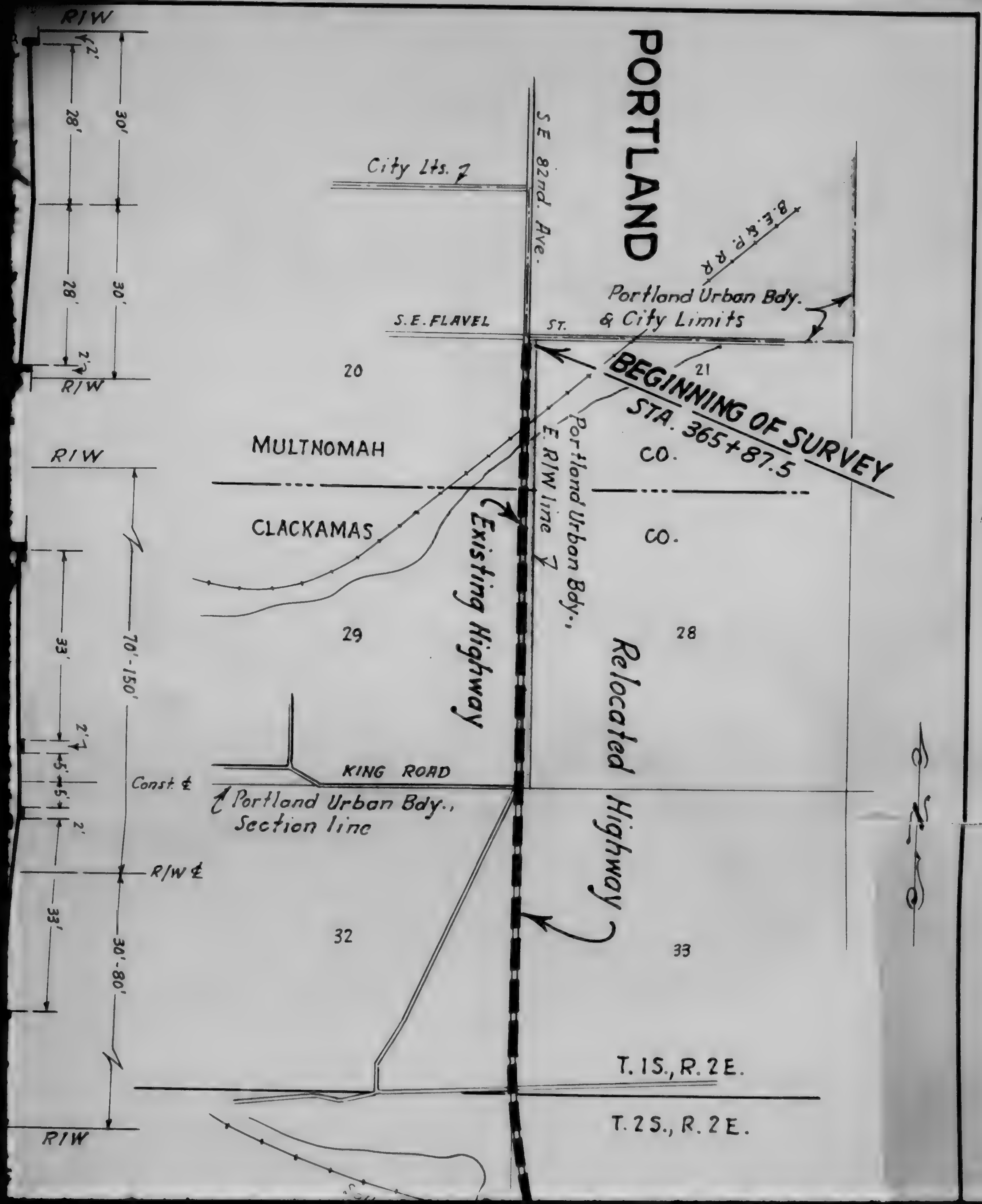
5'
2'
33'

KING ROAD - LAKE ROAD


BEGINNING OF SURVEY
STA. 365+87.5
MULTNOMAH CO.
CLACKAMAS CO.
Portland Urban Bdy., E. R/W line
Existing Highway
Relocated Highway
29
28
KING ROAD
Const. ℄
Portland Urban Bdy., Section line
R/W ℄
70'-150'
30'-80'
32
33
T. 1S., R. 2E.
T. 2S., R. 2E.
Sou. Pac. Co.
5
4
END OF SURVEY
STA. 468+50
To Milwaukie
LAKE RD.
CLACKAMAS HWY.
CASCADE (ORE. 213) HIGHWAY
Clackamas
8
9
CLACKAMAS HWY.
To Estacada
To Oregon City

OREGON STATE HIGHWAY DEPARTMENT
Survey Approval Map

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 12-15-54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30'-80'
R/W
City Lts.
S E 82nd. Ave.
B.E.&P. R.R.
Portland Urban Bdy. & City Limits
S.E. FLAVEL ST.
20
21
BEGINNING OF SURVEY
STA. 365+87.5
Portland Urban Bdy., E. R/W line
MULTNOMAH CO.
CLACKAMAS CO.
Existing Highway
Relocated Highway
29
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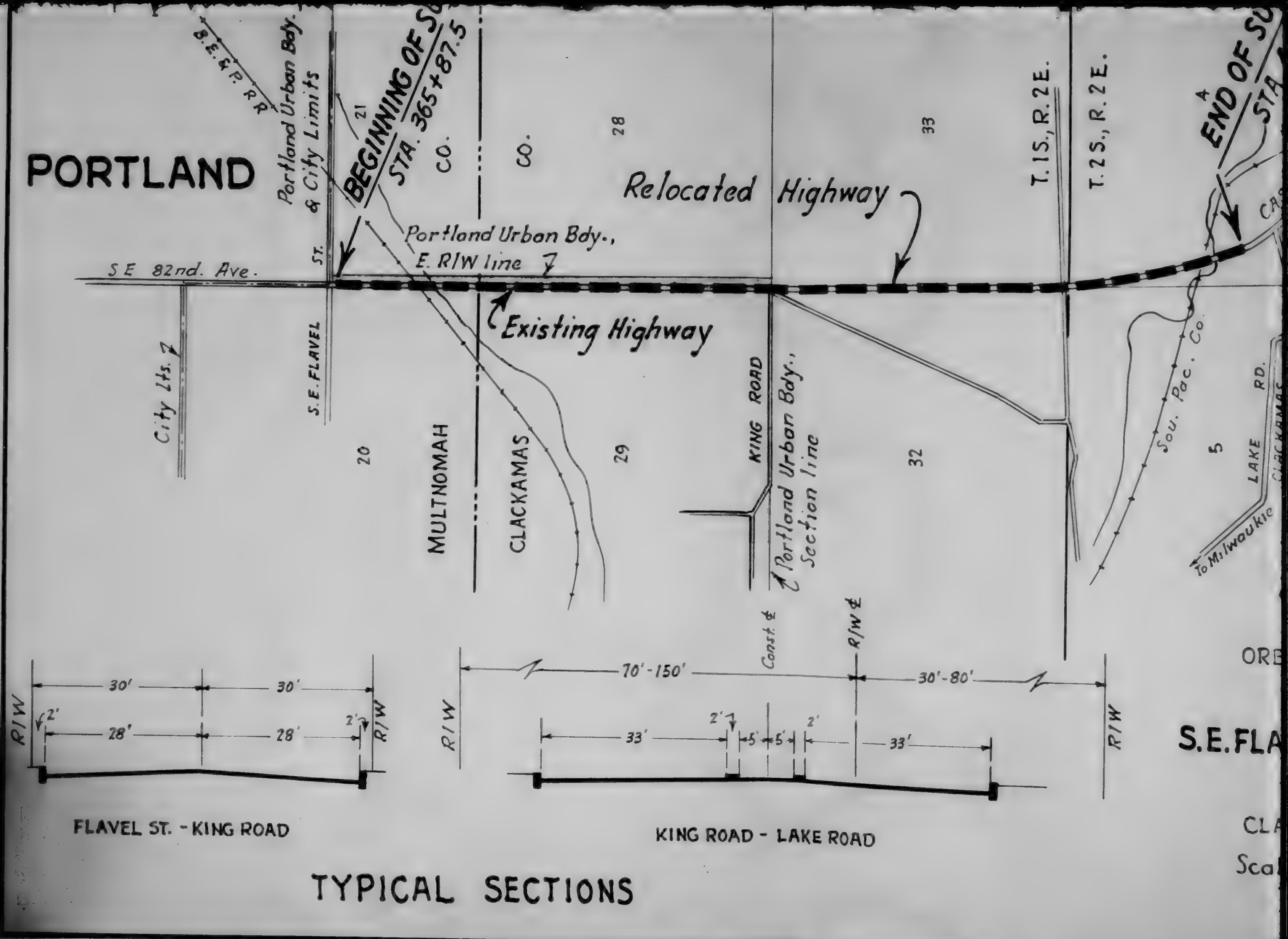
KING ROAD
Portland Urban Bdy., Section line
32
33
T. 1S., R. 2E.
T. 2S., R. 2E.


PORTLAND
B.E.&P. R.R.
Portland Urban Bdy. & City Limits
BEGINNING OF SU
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T. 2S., R. 2E.
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Relocated Highway
Portland Urban Bdy., E. R/W line
S.E. 82nd. Ave.
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S.E. FLAVEL
Existing Highway
City Lts.
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MULTNOMAH
CLACKAMAS
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KING ROAD
Portland Urban Bdy., Section line
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Sou. Pac. Co.
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LAKE RD.
CLACKAMAS
To Milwaukie
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R/W
30'
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FLAVEL ST. - KING ROAD
R/W
70'-150'
30'-80'
33'
2'
5'
5'
2'
33'
R/W
KING ROAD - LAKE ROAD
TYPICAL SECTIONS
ORE
S.E.FLA
CLA
Sca

In Files

RECEIVED
MAY [illegible] 1955
FOR FILING

FORM 830—90M—4-54—74996

F-3 d (2)

4450

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 14, 1954

SUBJECT:

To: Mr. W. C. Williams
Deputy State Highway Engineer
OFFICE

Dear Sir:

Herewith seven copies of a sketch map for securing survey approval of the S. E. Flavel St.-Lake Road Section of the Cascade Secondary Highway.

This is a Federal Aid and Federal Aid Urban project scheduled for contracting in February with a budget allocation of $480,000.

Very truly yours,

H. G. Smith
Construction Engineer

By Edwin A. Pease
Edwin A. Pease
Construction Office Engineer

EAP:js

Encl.

RECEIVED
OCT 20 1954
FOR FILING

F 34 [illegible]
[illegible]

October 15, 1954

Mr. Frank Mooney
Route 1, Box 22A
Clackamas, Oregon

Dear Mr. Mooney:

The Governor has referred to this office your letter of October 12 having reference to the proposed new four-lane highway from Oregon City to East 82nd Street as well as matters pertaining to the closure of Deadman Road in the event that a new highway overpass is constructed just south of Clackamas.

In the matter of the new road from Oregon City to East 82nd Street, we have only recently begun our surveys for the proposed route. It will require several months to complete the surveys with all of the alternate proposals that must be studied. We, of course, must be extremely careful to the end that the new highway, when finally constructed, will be in its proper location and not need to be re-routed or abandoned, such as is the case with the existing 82nd Avenue route which can no longer carry present-day traffic. All consideration will be given to the effect on abutting properties, but in the end it must be understood that unnecessary curvature or other defections can not be permitted by reason of their effect on certain properties.

In regard to the Deadman Road, while it may be that keeping this road open would benefit a few properties in the immediate vicinity, the hazard of the crossing (which undoubtedly, if left open, will claim lives of motorists) should indicate that the crossing should be closed, for the benefit of the public as a whole. The construction of the new overhead crossing is of a material amount, some $200,000, and such expenditure is not justified unless the two existing hazards; that is, the Clackamas Road and the Deadman Road, are closed.

Very truly yours,

W. C. Williams
Deputy State Highway Engineer

WCW:me

cc Governor Paul L. Patterson

STATE OF OREGON
EXECUTIVE DEPARTMENT
SALEM

PAUL L. PATTERSON
GOVERNOR

October 14, 1954

Mr. Frank Mooney
Route 1, Box 22A
Clackamas, Oregon

Dear Mr. Mooney:

I have your letter of October 12th calling to my attention to some of the problems with respect to the proposed four lane highway from Oregon City to East 82nd Street in Portland.

I am taking the liberty of referring your letter to Mr. R. H. Baldock, State Highway Engineer, with the request that he reply directly to you.

I appreciate your interest in this matter and want to thank you for writing me as you did.

Sincerely yours,

Paul L. Patterson

Governor

PLP es
cc: R. H. Baldock

COPY

Rt 1 Box 22 A
Clackamas, Oregon
Oct. 12 1954

Governor Paul L. Patterson
Salem, Oregon

Dear Governor Patterson:

Although I realize you are extremely busy, may I write you a few lines regarding a matter which will effect most of us in this area but especially a very dear old pioneer friend of us all here, Mrs Marie Leuenberger and her family? The proposed new four lane highway from Oregon City to East 82nd St. Portland as recently surveyed would go right back of her door, too close to live in comfort, taking a large walnut and other trees and cutting off most of her land from her house which is located just north Clason Road on present 82nd Highway a little north of Gladstone city limits. The proposed route continues northward through a rocky section and swamp and apparently strikes one or more houses in Clackamas before reaching the overhead crossing about a mile north of Clackamas. While I realize the State highway department has a hard job trying to please everyone and also keep within their means, if they should find it imperative to go through Mrs. Leuenberger's place, I hope it will be a much farther distance back of her house so that she can continue to live in peace for the few remaining twilight years left for this grand old lady who, I believe, will be eighty years of age next month or very soon anyway and still works as hard as the average person, though stooped and worn with the toil of years. She and her husband John came here over fifty years ago, Mr. Senenberger being one of the first employees of the old U.S. fish hatchery on Clear Creek, later at the federal hatchery here at Clackamas. John died in 1919. Their two sons went with its to Camp Lewis in 1918, Henry passed away two years later in Arizona and Fred went over with the 77th Division and apparently was gassed in the Argonne and passed away about five years ago. Mrs. Senenberger has one daughter and one granddaughter left. Imagine Governor! how it would seem, if a busy noisy highway like that came right back of your home where you and your family had worked for years to build a lovely modest home with all its memories of the past. Mrs Senenberger for years gave unselfishly of her time as a fe and nurse, practically all without pay and, as she was telling me today, of all the children she helped bring into this world she never lost one.

We are in hopes, Governor, that the commission can see fit to keep the 82nd highway located here where it is from Gladstone north. When our folks located here nearly seventy years ago and went without many necessities of life to pay the interest, some times 10%, on the mortgage, so they and their children might enjoy the home in after years, little did they dream that their main road, 82nd, would be relegated to a secondary one with not even a parking strip along here wide enough to get off the pavement to fix a tire and unnecessarily deep ditch in front of our place. I wrote to the State highway commission about it and the dangerous condition of Market Road 16 (Pedman Cutoff) junction with 82nd but didnt seem to get far with them. They claim the junction matter was up to Clackamas County. It could easily be remedied by moving the 82nd pavement over west fifty feet or more but no one has done anything about it all these years. Now they propose to close our only railroad crossing in the close vicinity, on Market Road 16 (Pedman Cutoff). That will leave most of our acreage on a dead end road. I hope Safeway will not get disgusted and pull and leave their multi-million project, but it seems one couldn't blame them altogether if they did, as they had a right to expect to use the [illegible] road going south when they invested about $100,000 in land here. The proposed overpass near Clackamas is I believe, a worthy and much needed project but I do not think that our county commissioners have been at fault in trying to keep Pedman Road open and it will help the tax situation if Safeway can be induced to build. The proposed improvement of Fairfield Ave. from Safeway to the overpass would help greatly, even if Pedman Road is kept open.

I hope that when the four lane 82nd road is built that an underpass can be established somewhere in the Clackamas area so that the Estacada Road traffic can go under the four lane to Milwaukie and especially that a pedestrian underpass can be built, as there will be the Clackamas grade school, churches, stores etc. on the east side and we hope someday a church and highschool on the 26 acre tract on the west purchased by the Catholic Archdiocese, the highschool to serve the Oregon City and Milwaukie parishes, and there will of course also be the public high school near the junction of Lake and Webster Roads two miles stand a petition was circulated a few years ago to keep the sand road where it is and over 200 names secured on it but that one paper with a large number of names on it disappeared and I don't know if this paper ever reached its proper destination or not.

Regarding the overpass delay in construction, it appears that the railroad company is very independent in the matter. According to its answer to the state utilities commission, it appears that only if both crossings are closed, will they pay toward the overpass and then only a certain share of the cost of that part only which lies over the railroad right of way. According to the newspaper, I understand one of the county commissioners offered to make this up to the extent of $2,000 if the railroad company did not pay and still the highway commission seems to hold out for closure of Dodman crossing. I think the railroad company should pay more than ten per cent of the total cost as originally requested, as it is maintaining the real hazard with its trains and is making a large amount of money on freight dividends even though its expenses are high.

Mr Earl Hogg of Salem can tell you a good deal of the situation here, being familiar with the locality and many of the residents here.

I was sorry to hear of the death of your friend Harold Bond of Forest Grove last Fall. He was scheduled for an operation Oct 21st at the Veterans Hospital after another man and I, but ours took a little longer than expected, so his was delayed temporarily and he went home for a while and later I read where he passed away. I never heard whether he had the operation. I liked him very much.

With kind regards and wishing you success in your campaign for governor. Sincerely yours, Frank Mooney

Enclosed is a crude sketch of area here.

National Guard
Clackamas Ave
Highway
Ave
W

RECEIVED
SEP 14 1954
FOR FILING

F-304 (2)
4450

September 13, 1954

Mr. Robert Jones,
Clackamas County Commissioner
Court House
Oregon City, Oregon

Dear Sir:

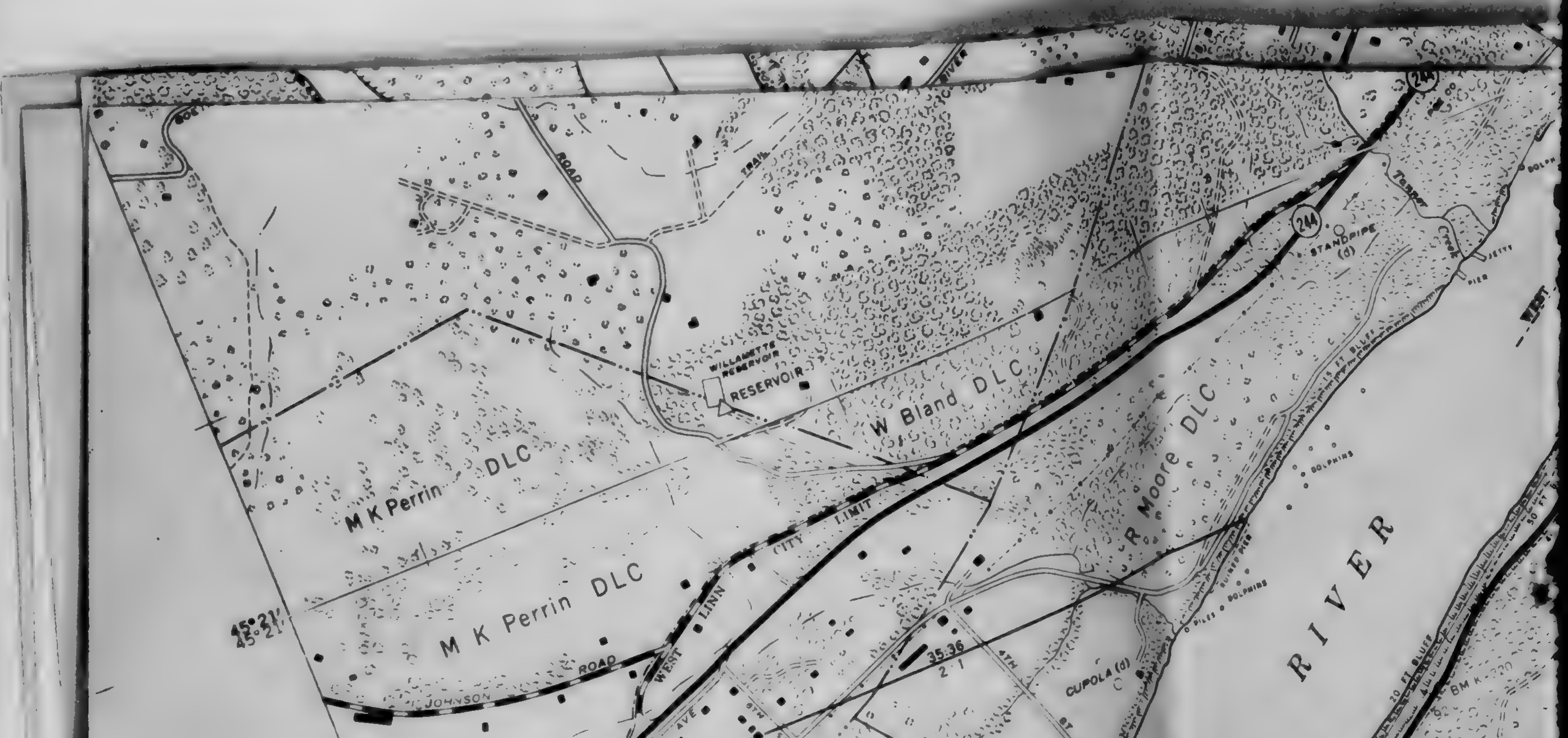
I hand to you herewith a copy of the reconnaissance map on revised 82nd Street route. This is approximate only. Accurate location will shortly be made.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc to: H. G. Smith


M K Perrin DLC
M K Perrin DLC
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A Fields DLC
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SOUTHERN PACIFIC
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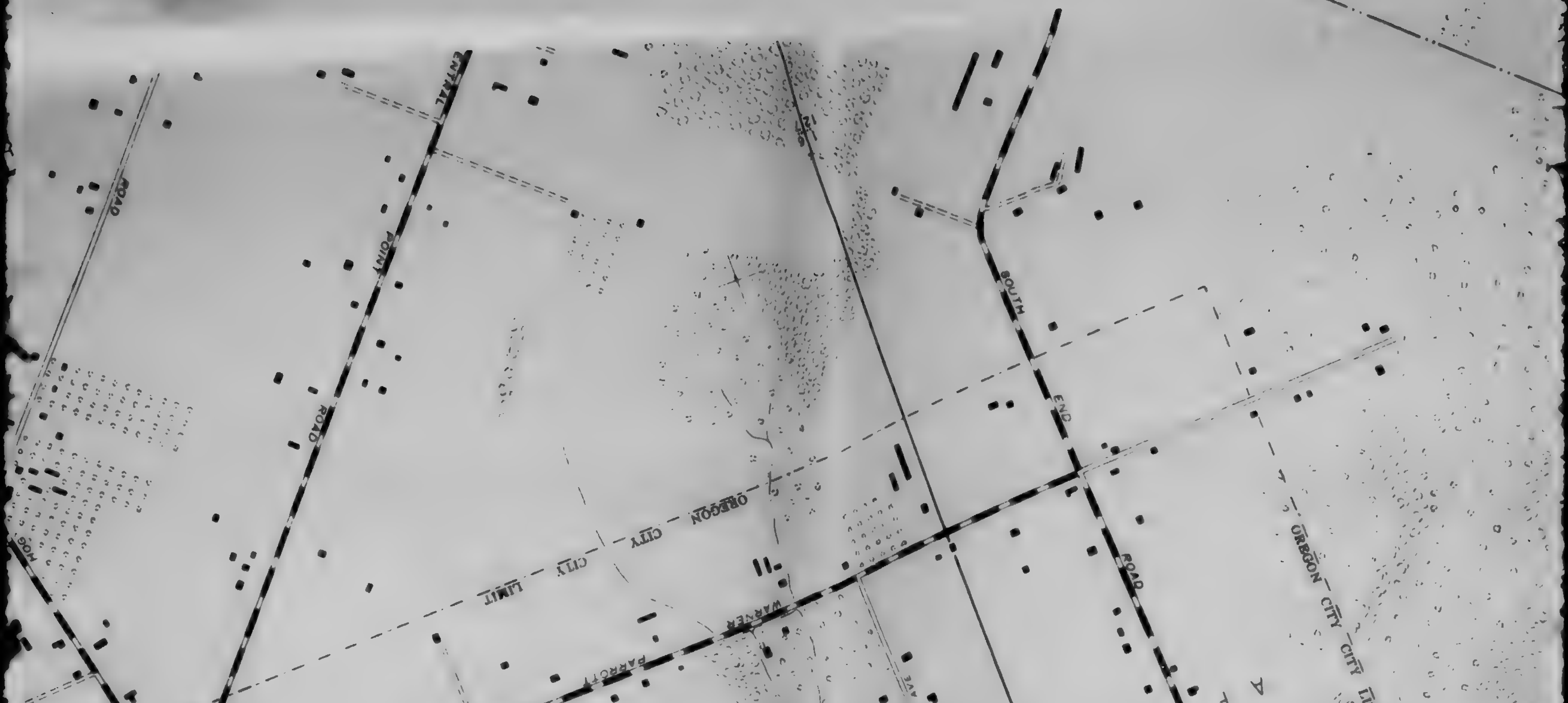
OREGON CITY
DOLPHINS
BM K 320
LIMIT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W Holmes DLC
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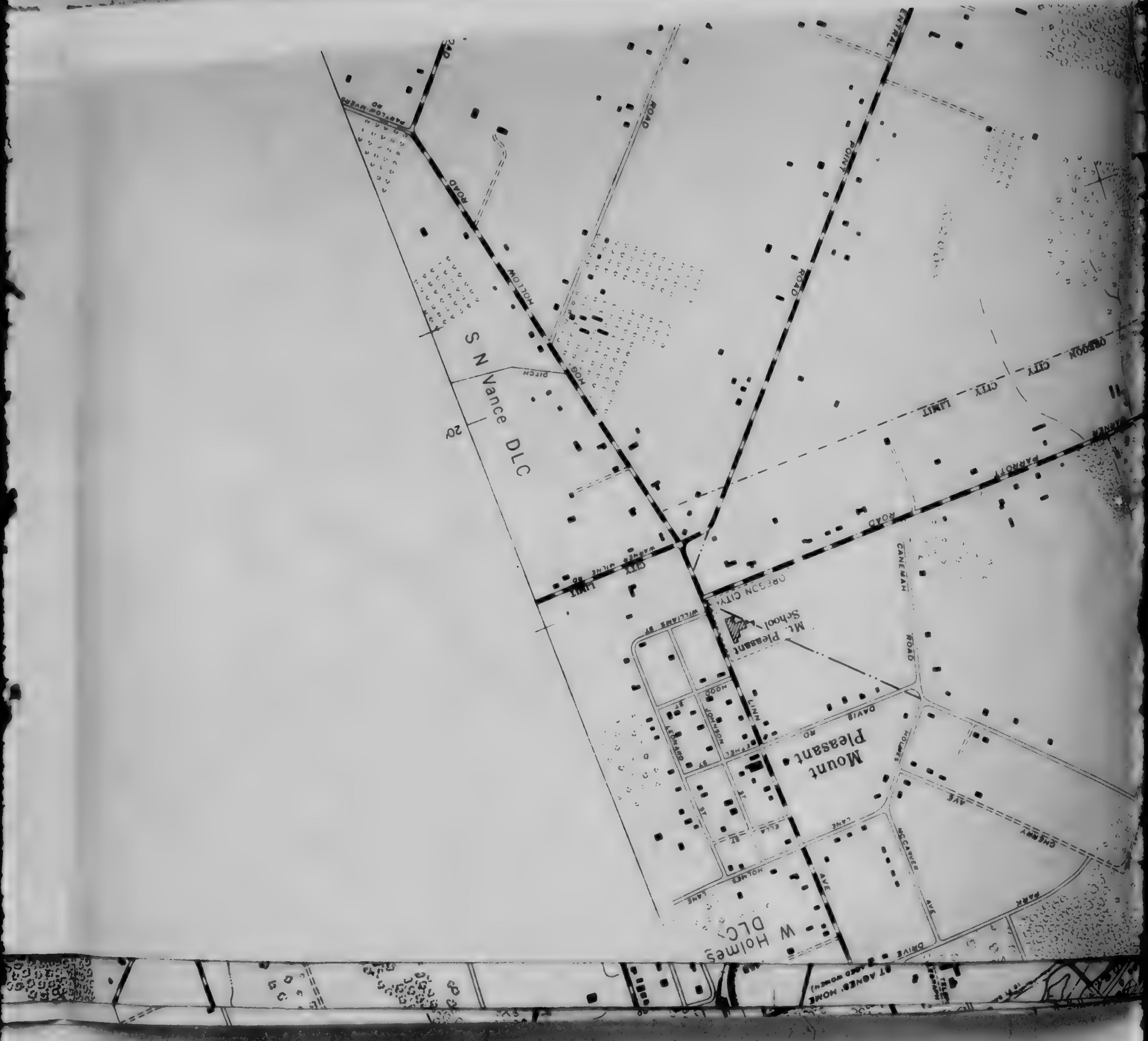
OREGON CITY LIMIT
WARNER PARROTT ROAD
SOUTH END ROAD
CENTRAL POINT ROAD
CANEMAH ROAD
WOODLAWN AVE
CHERRY AVE
PARK DRIVE
LINN AVE
DAVIS RD
HOLMES LANE
ELLA ST
WILLIAMS ST
BARKER AVE
McCARVER AVE
ST AGNES' HOME
SP
CUPOLA
COMMUNITY HALL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HOLLOW ROAD
DITCH
CENTRAL POINT ROAD
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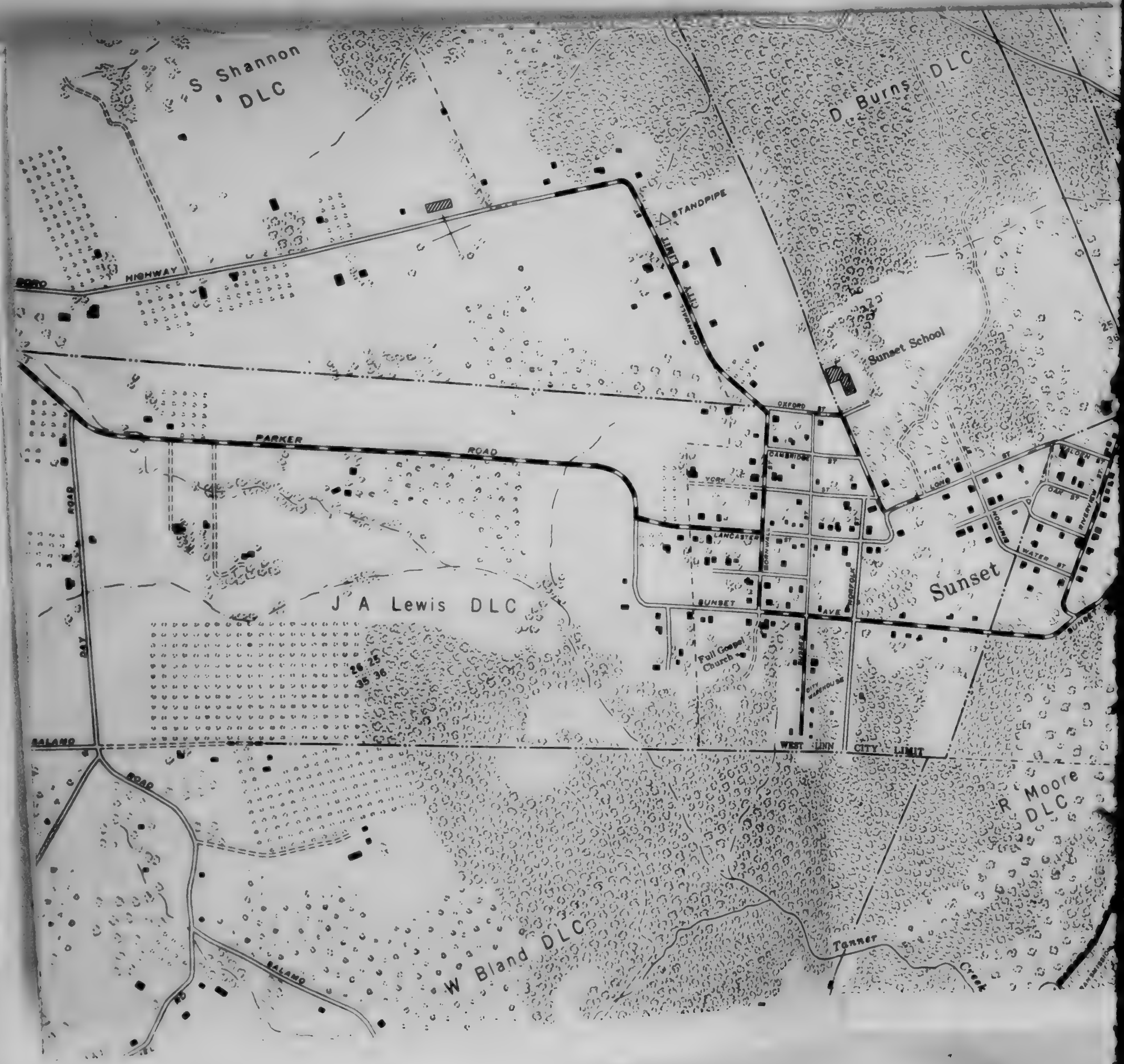
WARNER MILNE RD
PARROT ROAD
OREGON CITY
Mt. Pleasant School
WILLIAMS ST
CANEMAH ROAD
DAVIS RD
LINN AVE
Mount Pleasant
W Holmes DLC
HOLMES LANE
CHERRY AVE
PARK DRIVE
ST AGNES' HOME


S Shannon DLC
D Burns DLC
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PARKER ROAD
CAMBRIDGE ST
YORK ST
LANCASTER ST
CORNWALL ST
FIRE STA
LONG ST
WALDEN ST
OAK ST
RIVERVIEW ST
SIMPSON
WATER ST
Sunset
SUNSET AVE
NORFOLK
SUNSET
Full Gospel Church
CITY WAREHOUSE
WEST LINN CITY LIMIT
J A Lewis DLC
26 25
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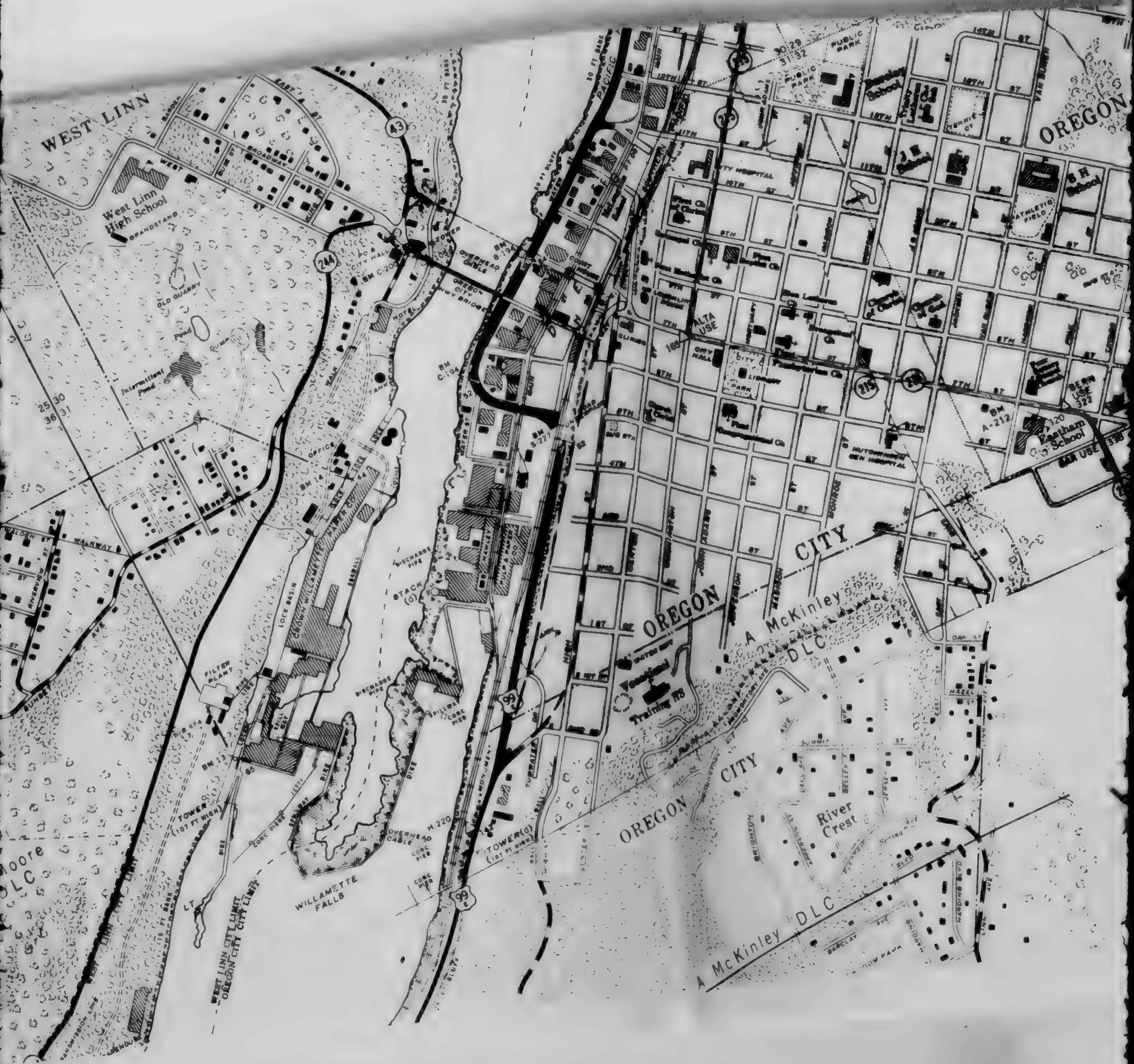
BAY ROAD
SALAMO ROAD
R Moore DLC
W Bland DLC
Tanner Creek


WEST LINN
West Linn High School
GRANDSTAND
OLD QUARRY
Pond
Intermittent Pond
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36 31
FILTER PLANT
TOWER (107 FT HIGH)
LOCK BASIN
CROWN WILLAMETTE PAPER CO
OFFICE
STACK
DISCHARGE PIPE
OVERHEAD CABLE
WILLAMETTE FALLS
WEST LINN CITY LIMIT
OREGON CITY CITY LIMIT
Moore DLC
WALKWAY
WALDEN
SUNSET AVE
BROADWAY
OREGON CITY HWY BRIDGE
CITY HALL
HOTEL
PACIFIC
CITY HOSPITAL
PUBLIC PARK
ATHLETIC FIELD
CITY PARK
LIBRARY
CITY HALL
ALTA USE
HUTCHINSON GEN HOSPITAL
Eastham School
BM A-212
BM C-194
BM C-200
BM S-227
OREGON CITY
OREGON
A McKinley DLC
River Crest
Vocational Training RS
TOWER (107 FT HIGH)
OVERHEAD CABLE
M 220
HAZEL
OAK ST
BARCLAY AVE
HARDING BLVD
BRIGHTON
SUMMIT
99
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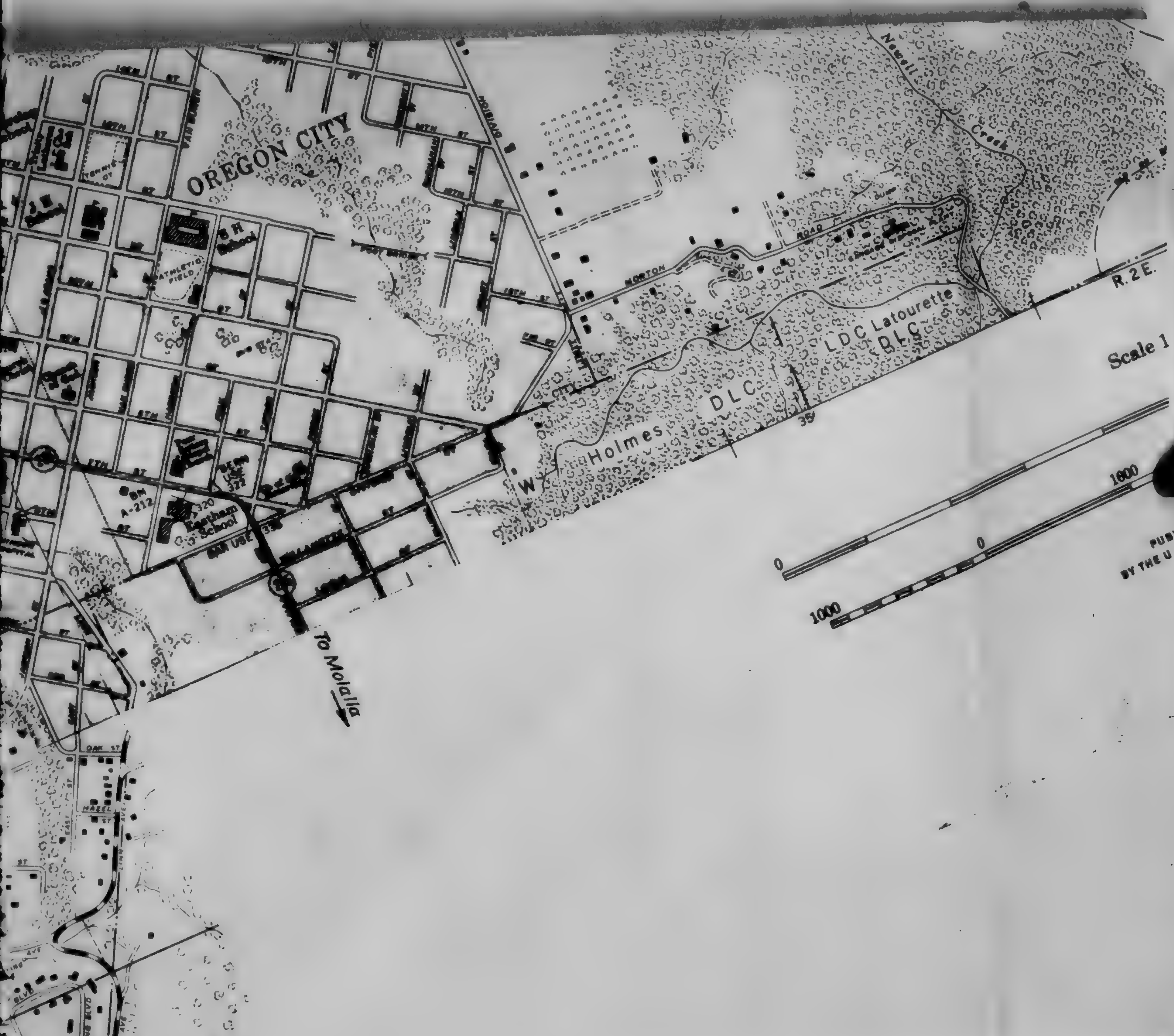
OREGON CITY
B H School
ATHLETIC FIELD
Eastham School
BM A-212
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Holmes DLC
LDC Latourette DLC
Newell Creek
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BY THE U.
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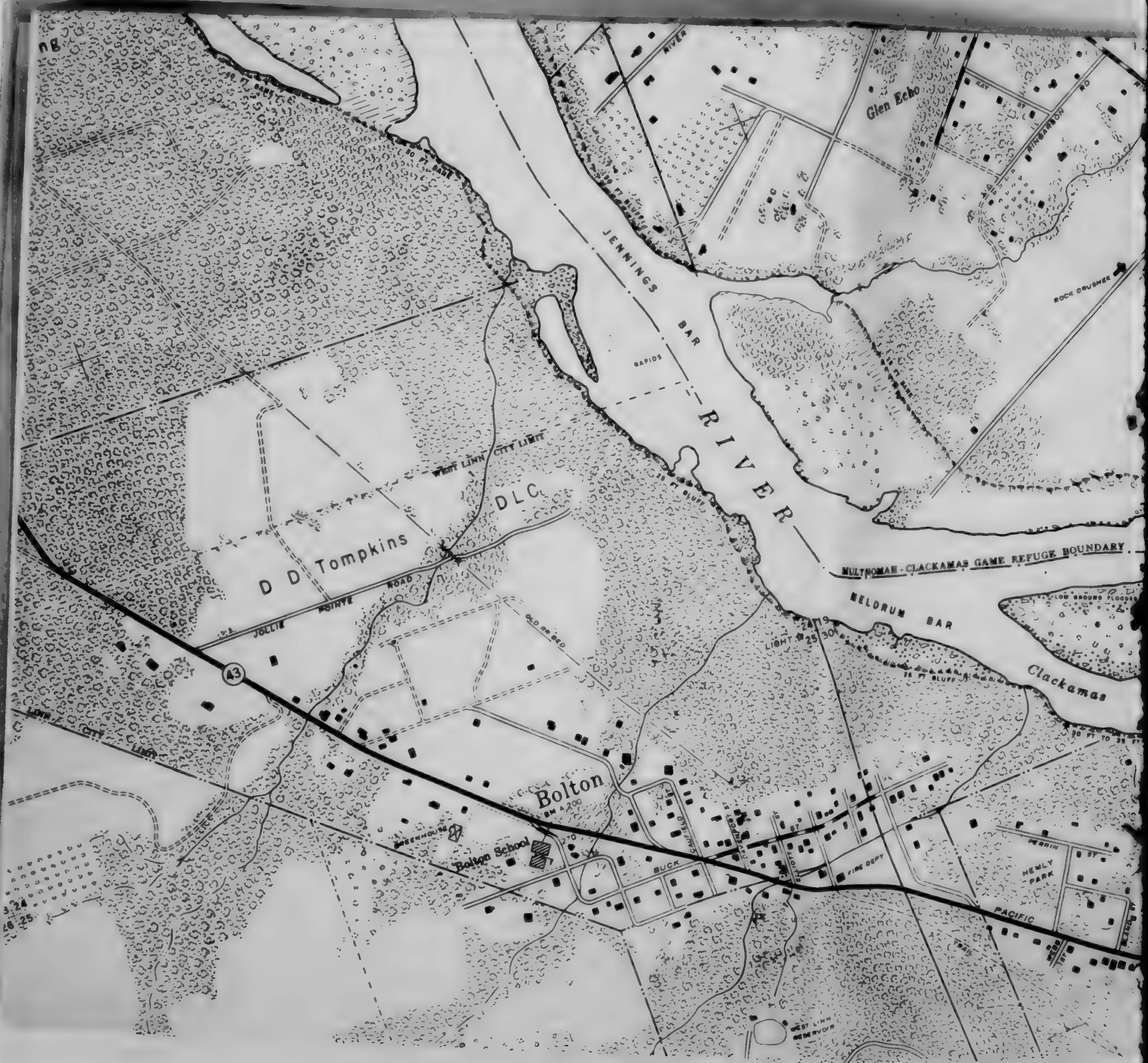
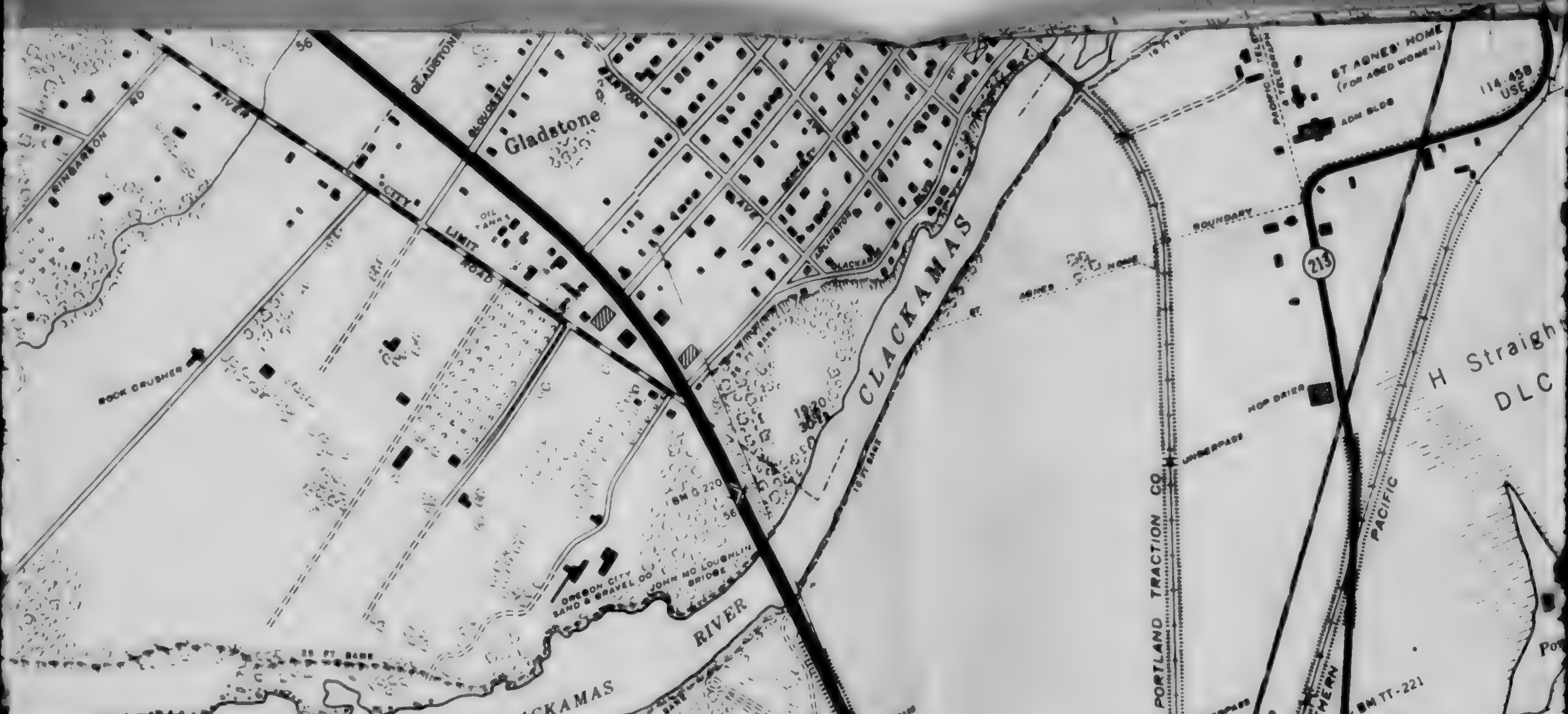
HAZEL
HARDING BLVD


Glen Echo
KAY ST
RINGARSON RD
RIVER
ROCK CRUSHER
JENNINGS BAR
RAPIDS
RIVER
MULTNOMAH - CLACKAMAS GAME REFUGE BOUNDARY
MELDRUM BAR
LOW GROUND FLOODED
Clackamas
LIGHT
WEST LINN CITY LIMIT
DLC
D D Tompkins
JOLLIE POINTE ROAD
OLD RR BED
43
LINN CITY LIMIT
Bolton
BM A 200
GREENHOUSE
Bolton School
BUCK
FIRE DEPT
HEMLY PARK
PERRIN ST
PACIFIC
TRAIL
WEST LINN RESERVOIR


Gladstone
CLACKAMAS
CLACKAMAS
RIVER
Clackamas
Rapids
GAME REFUGE BOUNDARY
H Straight DLC
H Straight DLC
Holly Gardens
H Burns DLC
G Aberne
Abernethy
KELLY ATHLETIC FIELD
PORTLAND TRACTION CO
SOUTHERN PACIFIC
PACIFIC HIGHWAY EAST
PACIFIC HIGHWAY
WEST LINN CITY LIMIT
OREGON CITY CITY LIMIT
CITY LIMIT
CITY LIMIT ROAD
RIVER RD
OREGON CITY SAND & GRAVEL CO
JOHN MC LOUGHLIN BRIDGE
ROCK CRUSHER
ST AGNES' HOME (FOR AGED WOMEN)
ADM BLDG
HOP DRIER
UNDERPASS
BOUNDARY
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OIL TANKS
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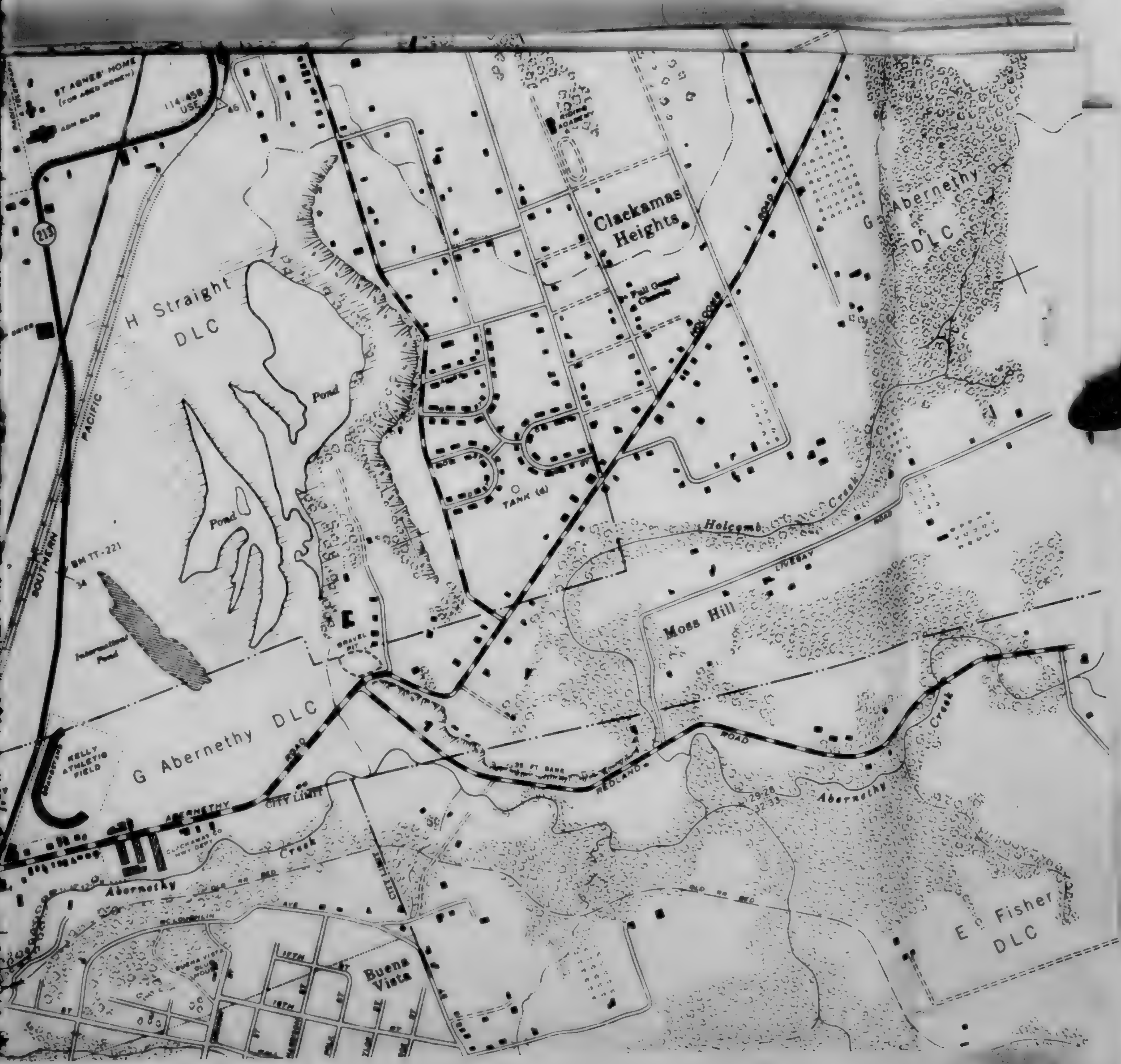
CLACKAMAS CO HWY DEPT


ST AGNES' HOME
(FOR AGED WOMEN)
ADM BLDG
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H Straight
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PACIFIC
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GRAVEL PIT
Clackamas
Heights
Full Gospel Church
TANK (S)
Holcomb
Creek
LIVESAY
ROAD
Moss Hill
G Abernethy
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KELLY
ATHLETIC
FIELD
G Abernethy DLC
ROAD
ABERNETHY
CITY LIMIT
CLACKAMAS CO
HWY DEPT
Creek
Abernethy
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AVE
BUENA VISTA
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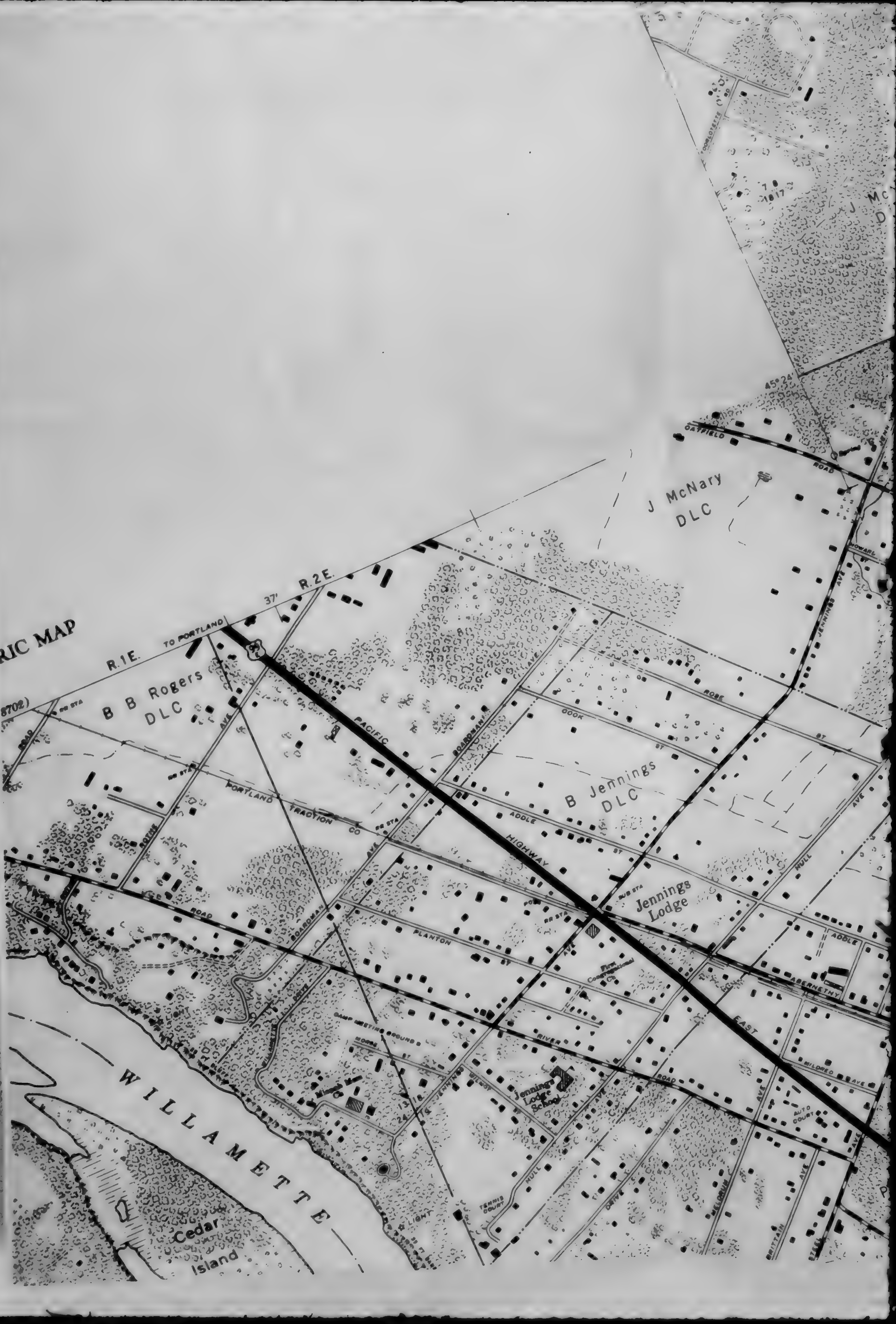
RIC MAP
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(8702)
B B Rogers
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J McNary
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PLANTON
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BOARDMAN
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RIVER
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ABERNETHY
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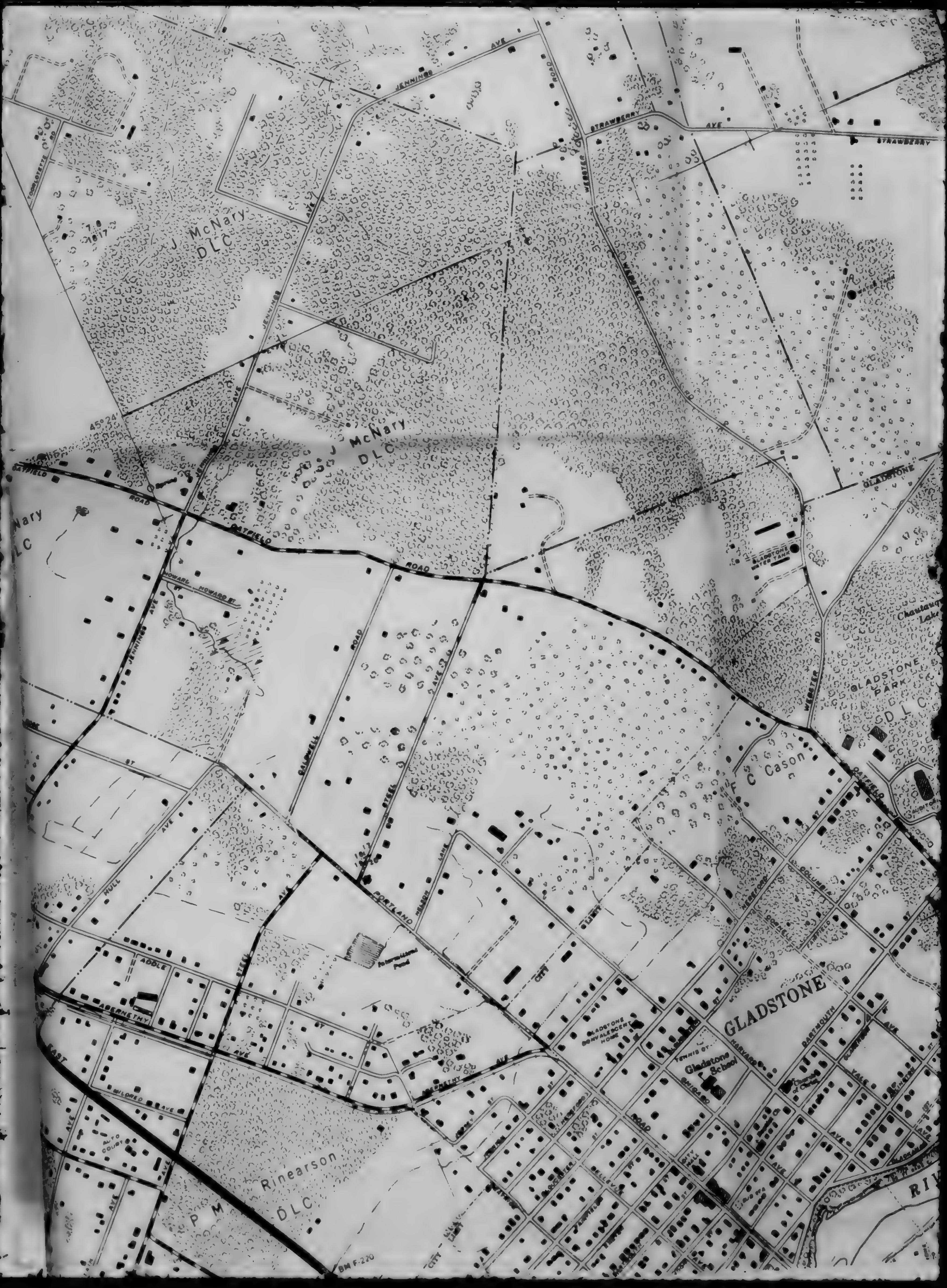J McNary
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J McNary
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GLADSTONE CONVALESCENT HOME
TENNIS CT
Gladstone
School
CHICAGO
HARVARD
DARTMOUTH
YALE
ARLINGTON
CORNELL
FAIRFIELD
COLUMBIA
HEREFORD
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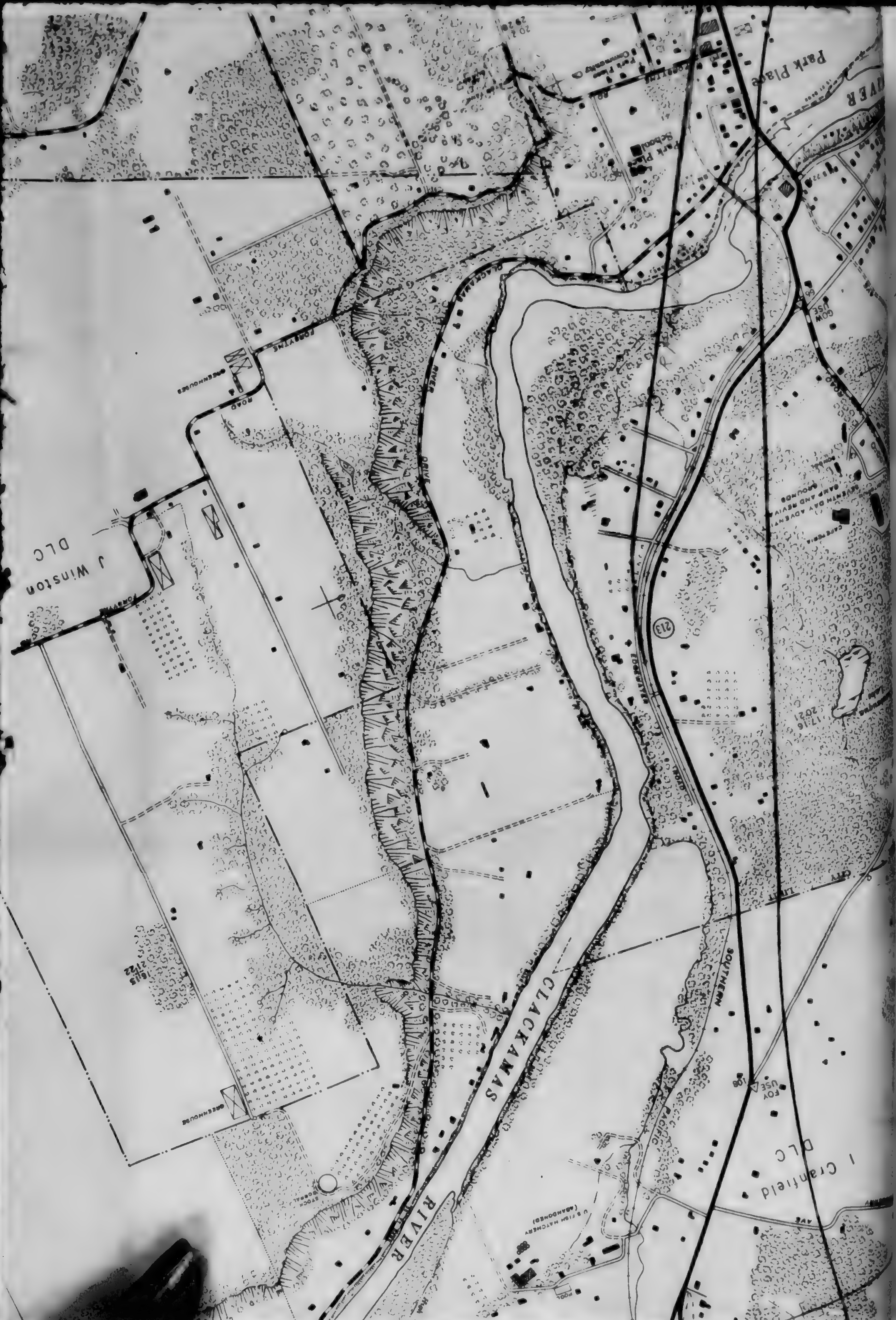
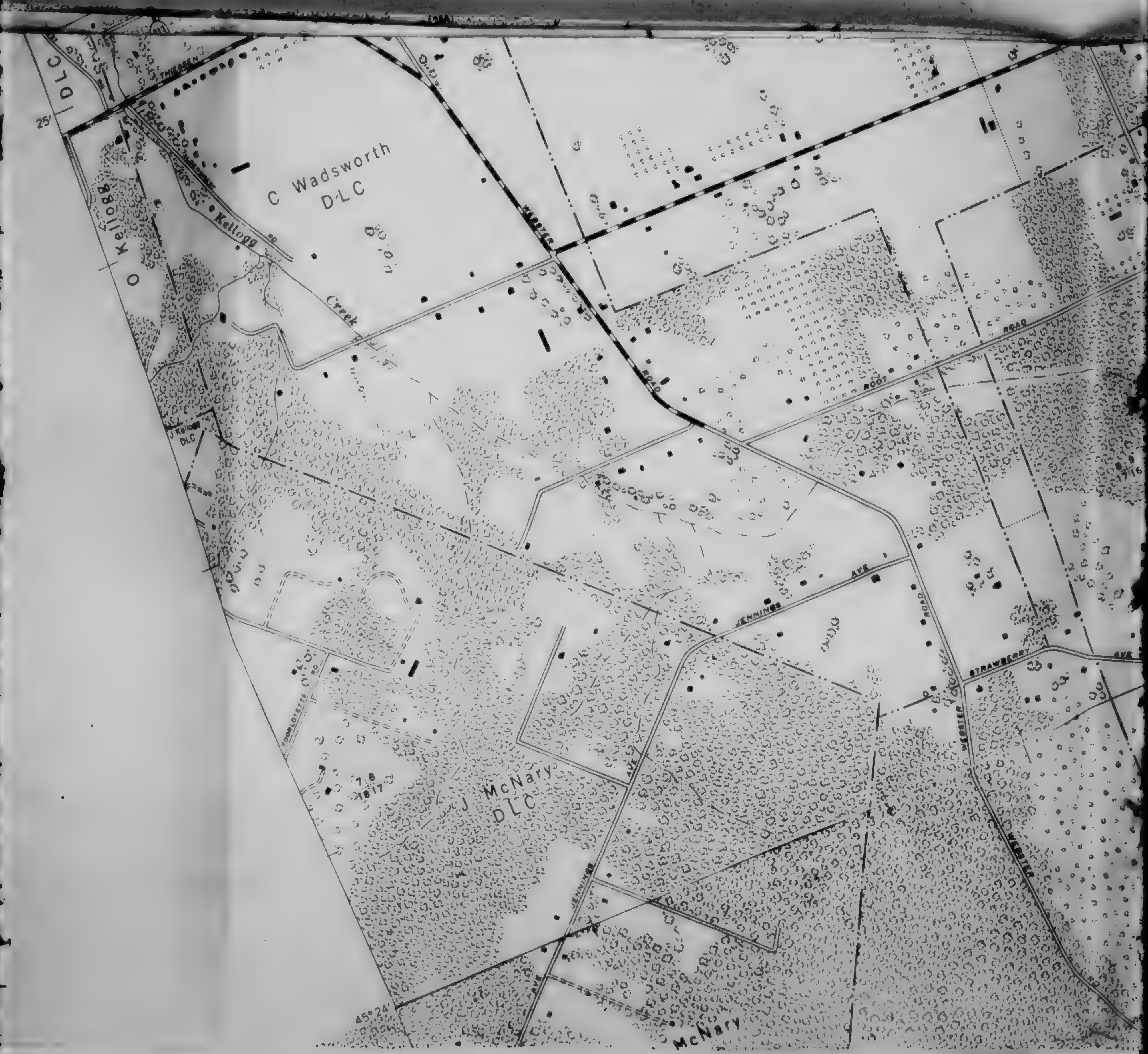


Park Place
Park Place School
RIVER
J Winston
DLC
GREENHOUSE
GREENHOUSE
CLACKAMAS
RIVER
SEVENTH DAY ADVENTIST CAMP GROUNDS
213
SOUTHERN
PACIFIC
CITY
LIMIT
FOY
USE
108
I Cranfield
DLC
U S FISH HATCHERY
(ABANDONED)
STOCK POND
POOL


DLC
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STRAWBERRY
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J McNary
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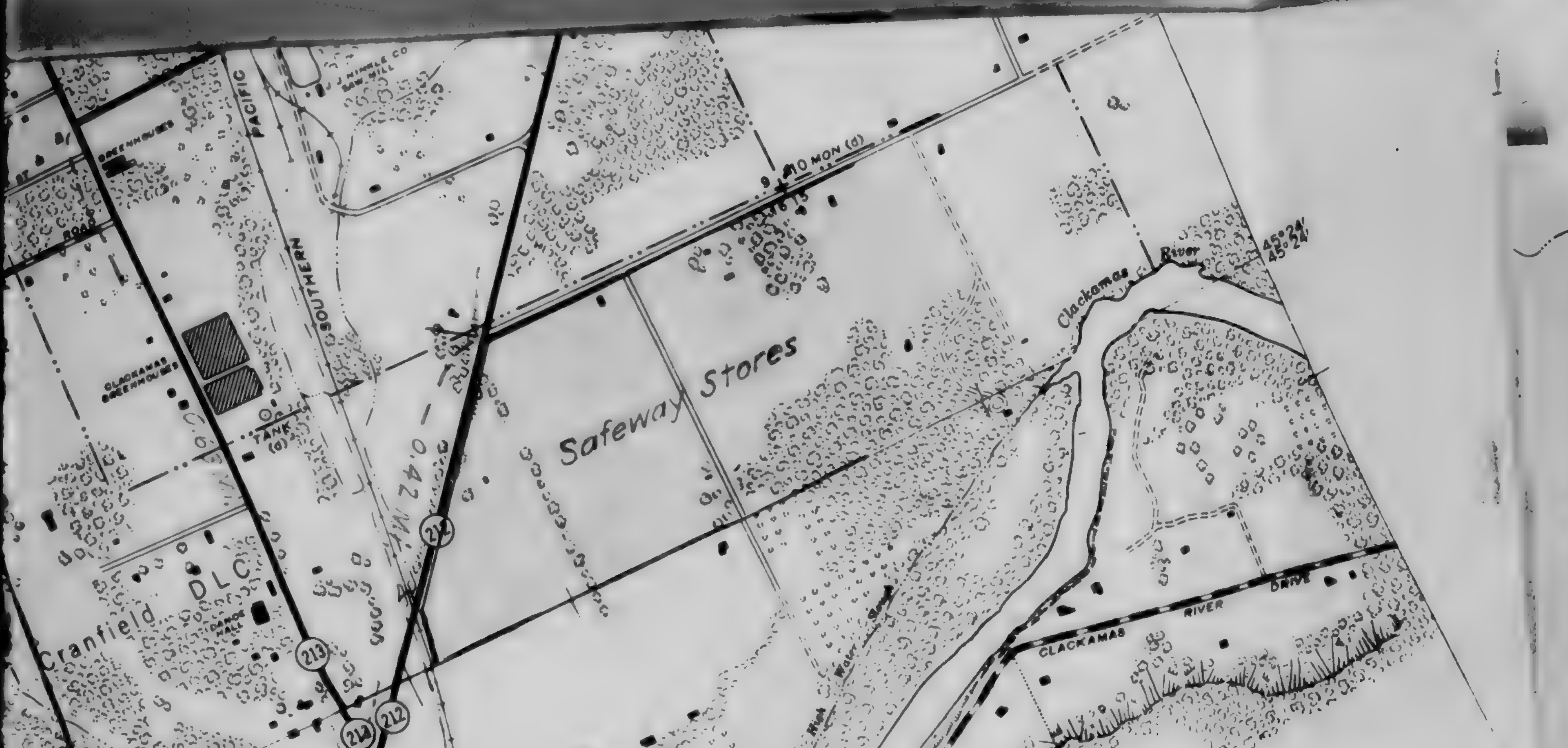
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Saw Mill
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Clackamas Greenhouses
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212
Safeway Stores
Clackamas River
45°24′
Cranfield
DLC
Dance Hall
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214
212
Pool
U S Fish Hatchery (Abandoned)
High Water Slough
Clackamas River Drive
Stock Corral
Greenhouse
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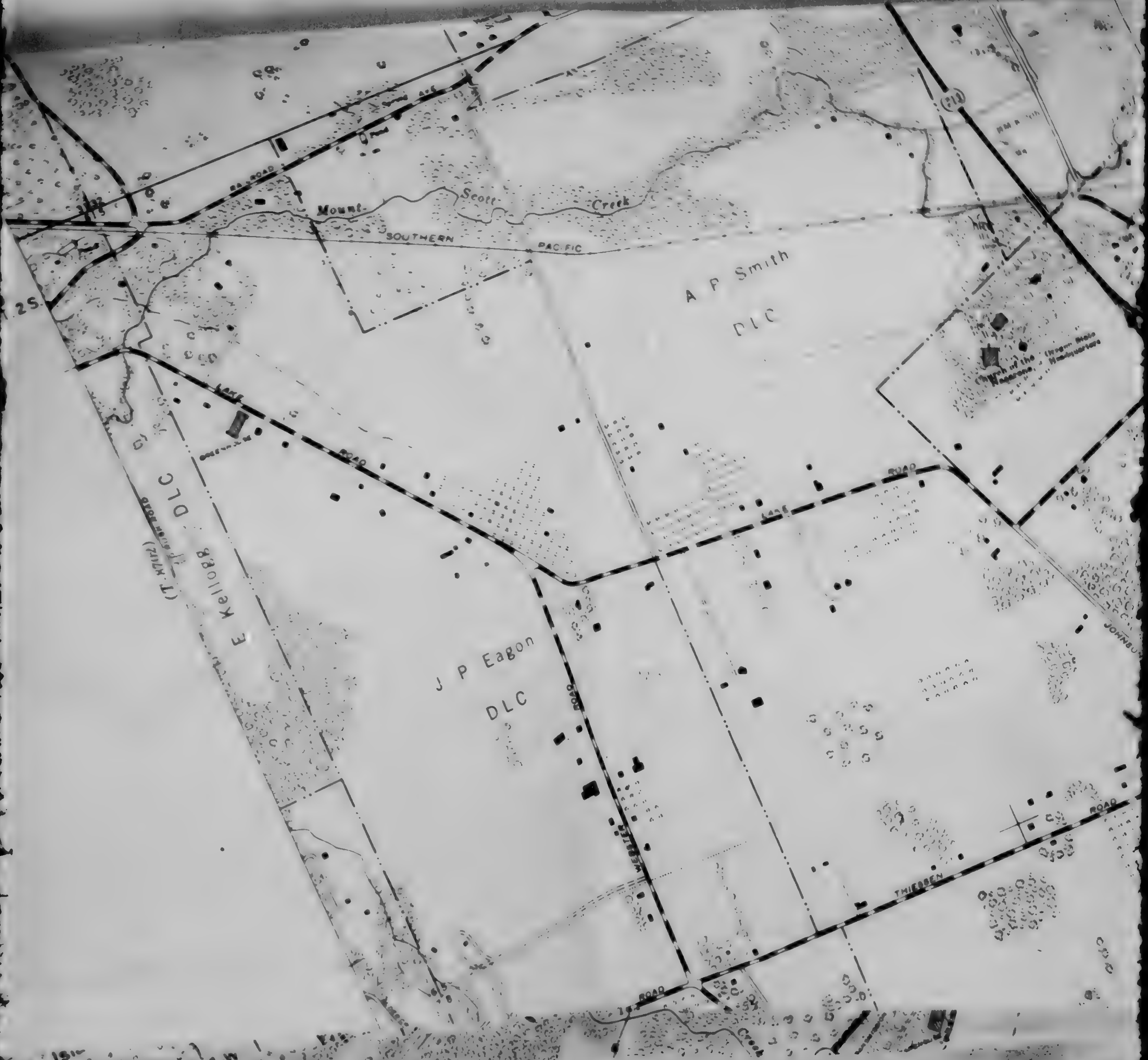
A P Smith
DLC
Church of the Nazarene
Oregon State Headquarters
Mount Scott Creek
SOUTHERN PACIFIC
ROAD
LAKE
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J P Eagon
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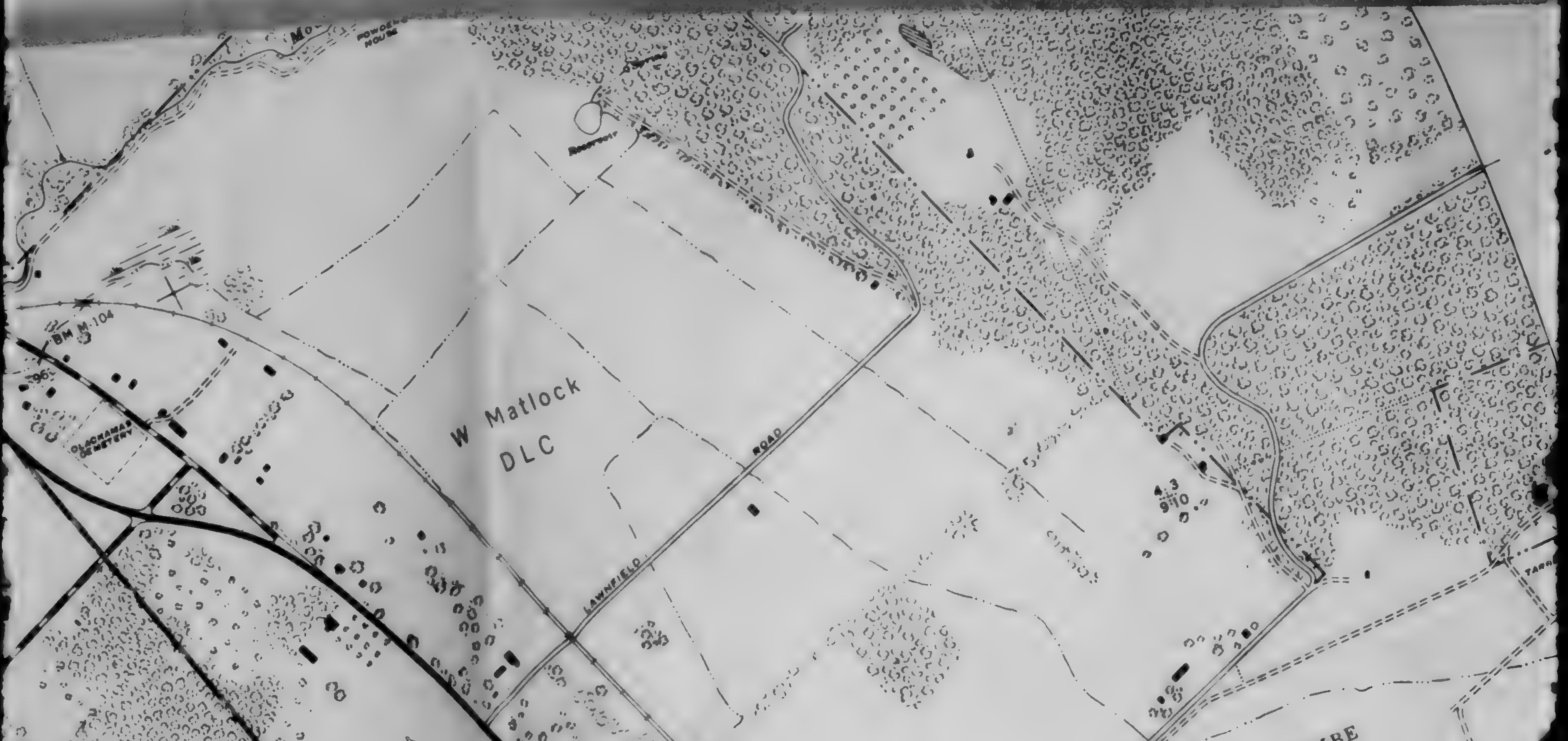
CLACKAMAS
CAMP WITHYCOMBE
OREGON NATIONAL GUARD
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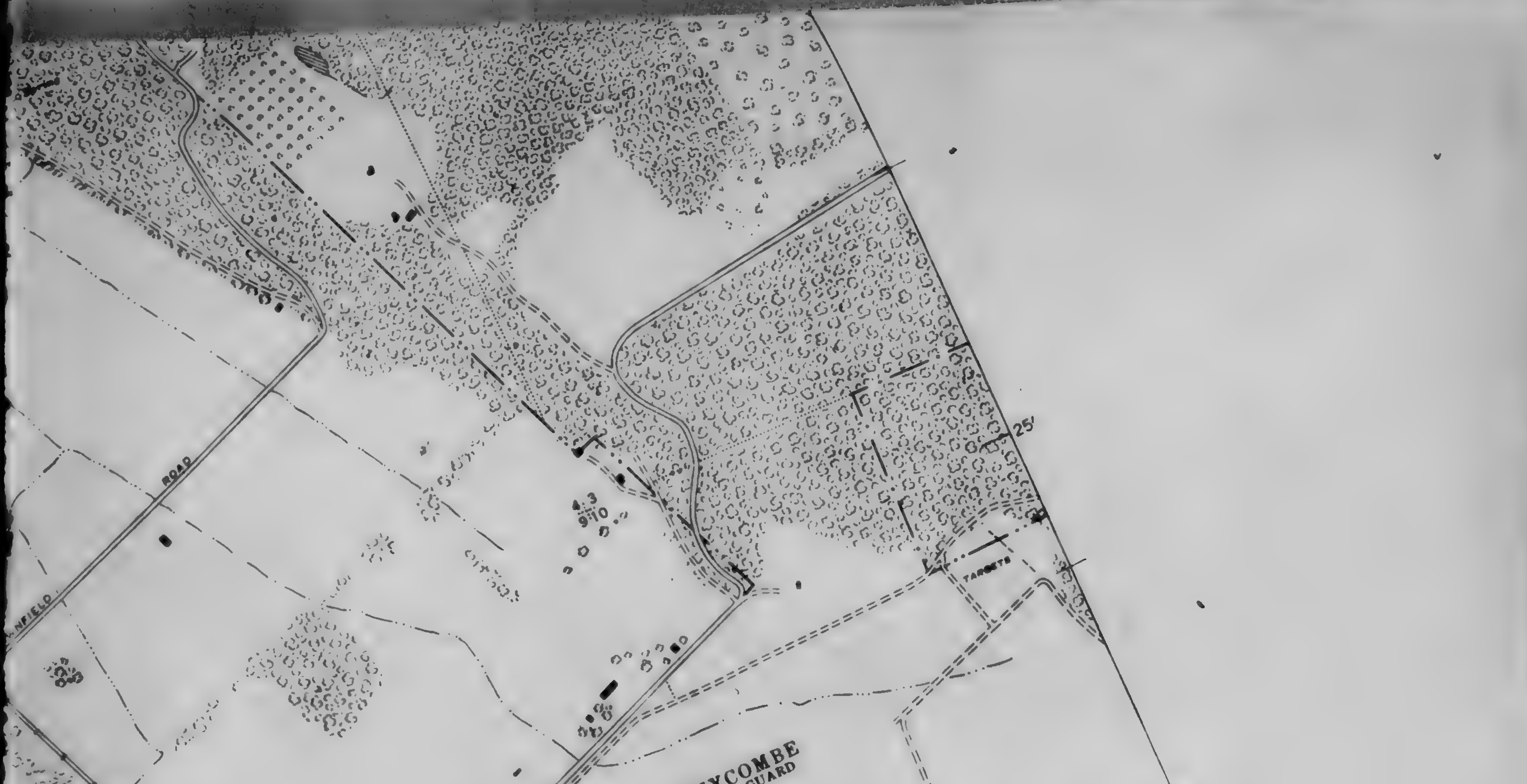
CAMP WITHYCOMBE
OREGON NATIONAL GUARD
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LIBRARY
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TO BARTON
640,000 FT.
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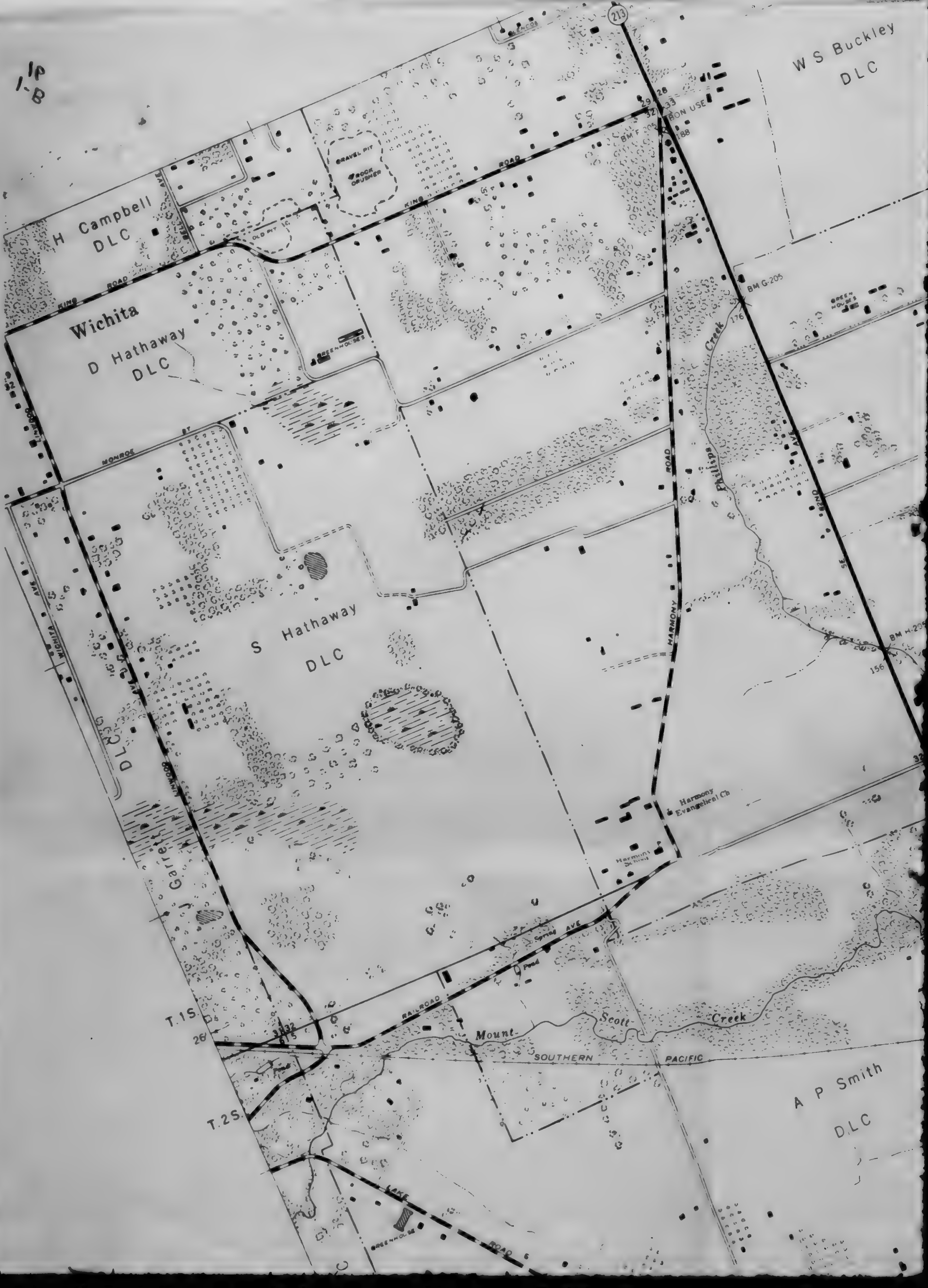
213
W S Buckley
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BON USE
188
BM F 205
GRAVEL PIT
ROCK CRUSHER
KING ROAD
H Campbell
DLC
OLD PIT
KING ROAD
Wichita
D Hathaway
DLC
GREENHOUSES
BM G-205
GREEN HOUSES
176
Creek
Phillips
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HARMONY
32
MONROE ST
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S Hathaway
DLC
WICHITA AVE
AVE
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LINWOOD
Garrett
BM H-205
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Harmony
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Harmony School
Spring AVE
Pond
RAILROAD
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Scott
Creek
SOUTHERN
PACIFIC
A P Smith
DLC
LAKE
ROAD
GREENHOUSE
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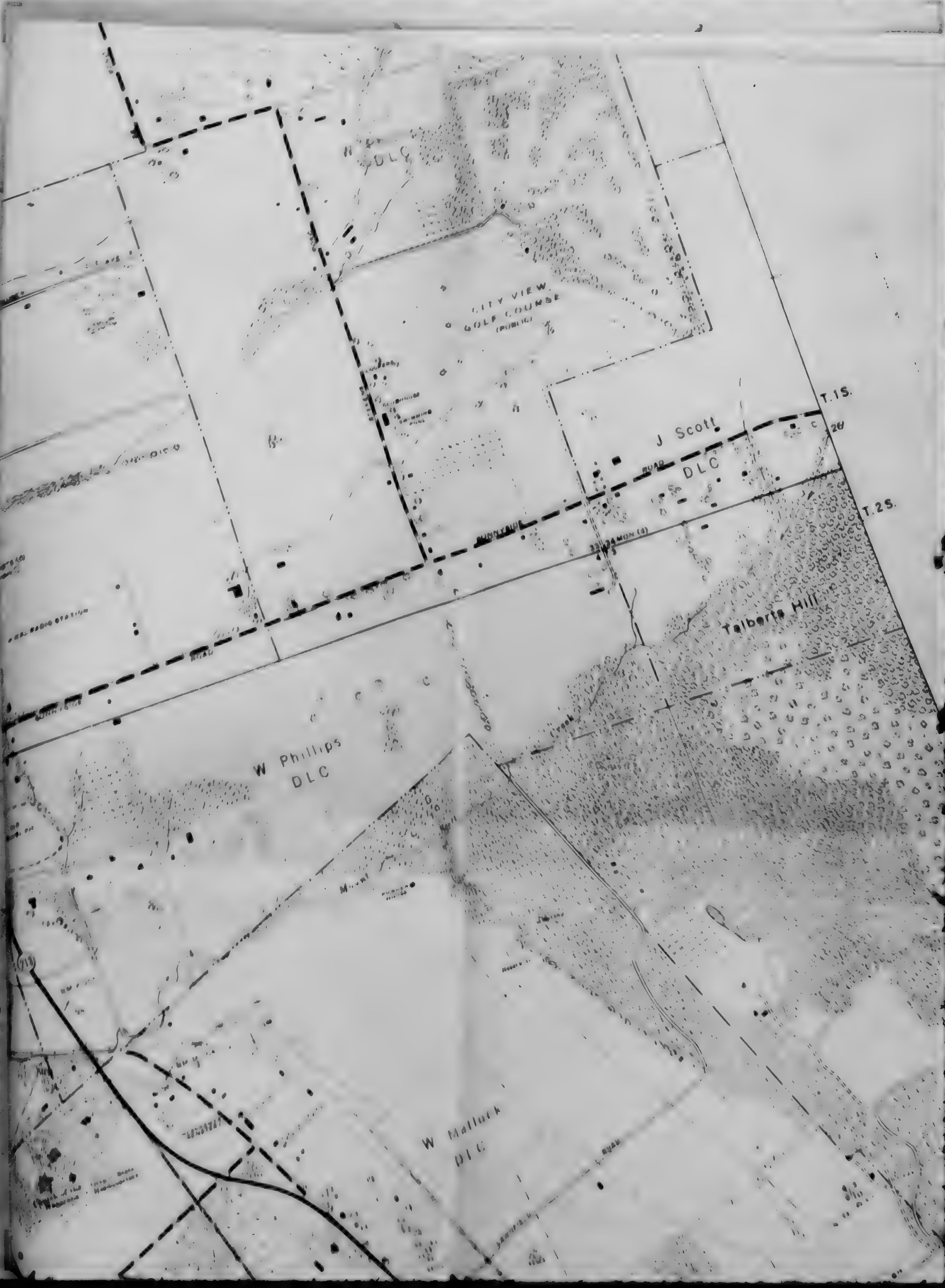
CITY VIEW
GOLF COURSE
(PUBLIC)
DLC
J Scott
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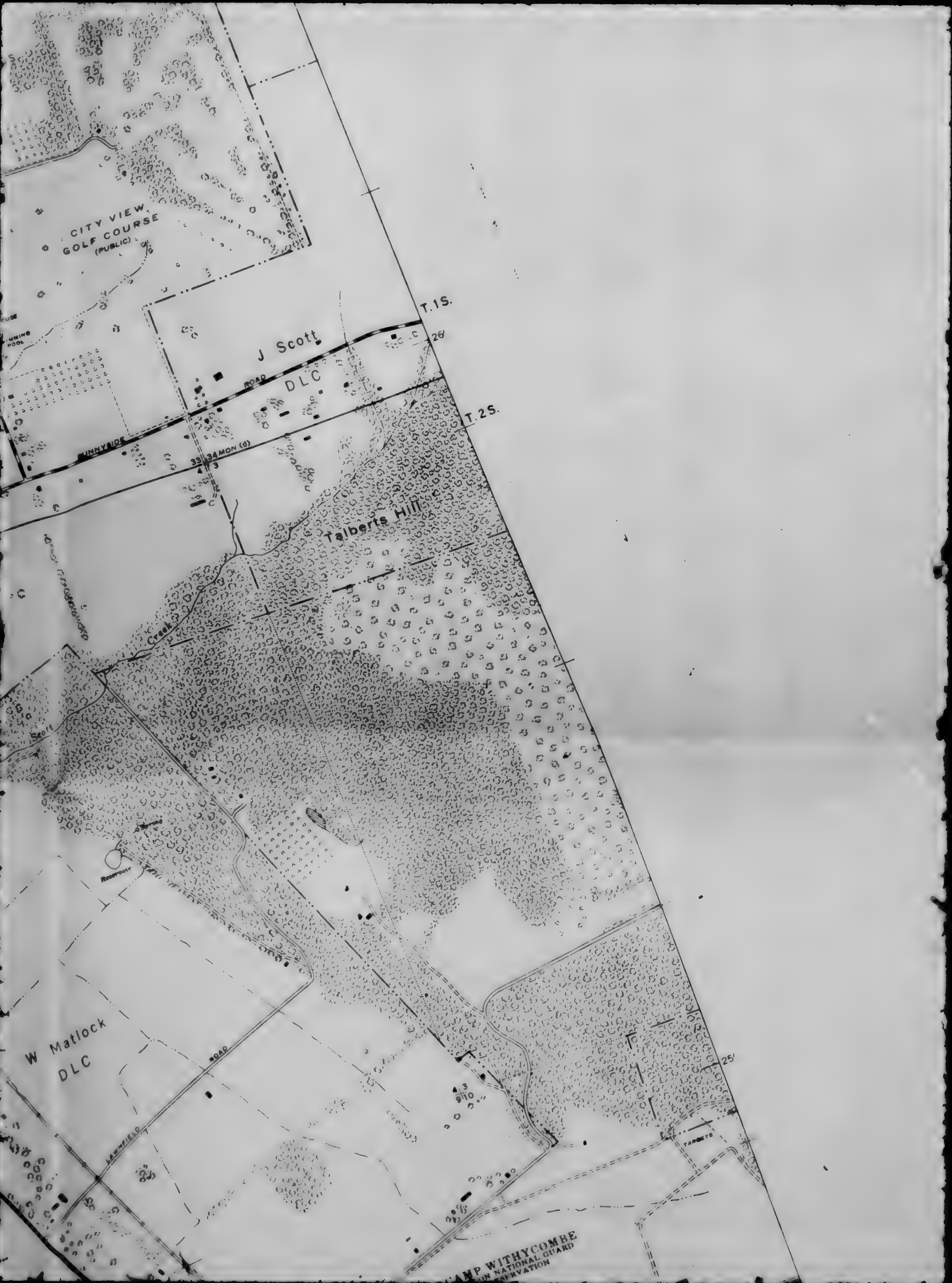
Creek
W Phillips
DLC
W Mallock
DLC
ROAD


CITY VIEW
GOLF COURSE
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Creek
Scott
Reservoir
W Matlock
DLC
ROAD
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TARGETS
AMP WITHYCOMBE
ON NATIONAL GUARD
RESERVATION

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JUL 19 1954
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July 16, 1954

Oregon State Highway Commission

Gentlemen:

You will recall that a few months ago I presented to you a recommended plan for improvement of the Cascade Secondary Highway (82nd Street) between Oregon City and the Portland city limits. Appearing before the Commission were delegations representing Clackamas County and the Cities of Oregon City and Gladstone. The plan as presented was accepted by you and was well received by Clackamas County and the two Cities above mentioned.

This improvement will need to be made in the not too distant future, and I am of the opinion that the survey should be made now so that we can determine the necessary right of way and acquire it as necessary to eliminate expensive improvements that might otherwise result thereon.

This matter will be on the next agenda for your consideration, and it is respectfully requested that you grant authority to make the location survey from the Clackamas Overcrossing on the north and to Oregon City on the south. The survey is in process of being completed from the Clackamas Overcrossing north to the Portland city limits.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

WCW:me fp

RECEIVED
MAR 2 1954
FOR FILING

F- [illegible]
[illegible]

March 1, 1954

Senator Howard C. Belton
R. 1, Box 539
Canby, Oregon

Dear Senator Belton:

I am sorry I was not in when you came into the office, and I am attaching hereto a reconnaissance report of the 82nd Street route, with a recommendation as to the selection of routes.

At the present time there is before the Congress the enactment of the 1954 Road Act. From the bills that have been presented there appears to be a possibility of securing some additional federal funds for the building of roads.

As soon as the road bill finally passes the Congress and the terms, conditions and amounts are known, then the Highway Commission will start the study of the new two-year program for the calendar years of 1955-56. During the time the Commission is studying the formulation of such a program, I am sure that the members will give careful consideration to the application of the people of Clackamas County for the building of this road. After the federal road bill is passed, if you desire to discuss the matter with the State Highway Commission, I will be more than pleased to make arrangements for you to do so.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl. (Letter to Commission 12-22-53)

RECEIVED
FEB 8 - 1954
FOR FILING

F-31 (2)
4450

February 5, 1954

Mr. Merrill Brown, President
Oregon City Chamber of Commerce
Oregon City, Oregon

Dear Mr. Brown:

Pursuant to your request, I am attaching hereto a copy of the report made to the Oregon State Highway Commission under date of December 22, 1953, relating to the proposed relocation of 82d Avenue from the Portland city limits to Oregon City.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:hi
Encl.

STATE HIGHWAY COMMISSION MEETING

Delegation Clackamas County Court, Oregon City Common Council, and Oregon City Chamber of Commerce

Date January 22, 1954

Time 2:00 p.m.

Name	City or Town	Capacity
✓ Wallace R. Telford	Oregon City	County Judge
✓ Walter Buse	" "	City Chamber of Commerce
Ed Carswell	" "	Secty., Oregon City C. of C.
✓ Bob Wyrick	Gladstone	Businessman
Paul Sauve	Oregon City	Chamber of Commerce
✓ Merle ~~[illegible]~~ Brown	Gladstone	Businessman
✓ Stan Skoko	Oregon City	County Commissioner
✓ Jones		Co. Commr

Page 2
Oregon City (cont.)

DELEGATIONS

Date of Meeting Jan 22, 1954 2:00 p.m.

State Highway Commission

NAME	ADDRESS (City or Town)	BUSINESS (Capacity)
✓ C. H. McGilrr	Oregon City	Member, Oregon City C. of C.

Representatives of Oregon City, the County Court and the Oregon City Chamber of Commerce would like a few minutes to speak in favor of this project.

Please advise if this can be arranged.

Sincerely yours,

Wallace R. Telford
WALLACE R. TELFORD
County Judge

WRT/mp

NOTED
H. B. GLAISYER

I wrote Judge Telford 1/5/54 following telephone call from him. Reserved 15 minutes on Jan 22 starting at 2:00 PM

HBG

D

Phone Oregon City 3270

COUNTY OF CLACKAMAS
COUNTY COURT
COUNTY COURT HOUSE OREGON CITY, OREGON

AGENDA
JAN 2 1 1954

January 5, 1954

Page 3 (Oregon City contl)
2:00 p.m.

DELEGATIONS

Date of Meeting January 22, 1954

State Highway Commission

NAME	ADDRESS (City or Town)	BUSINESS (Capacity)
Commissioner Bob Jones	Oregon City	Clackamas County Court
D. G. Dunmire	Gladstone	Businessman
Ray Dunmire	"	"

NOTED
H. B. GLAISYER

I wrote Judge Telford
following telephone call from
Reserved 15 minutes on Jan 22
at 2:00 PM

D

COUNTY COURT
Wallace R. Telford, Judge
Stan Skoko, Commissioner
Bob Jones, Commissioner

Phone Oregon City 3270

COUNTY OF CLACKAMAS
COUNTY COURT

COUNTY COURT HOUSE, OREGON CITY, OREGON

AGENDA
JAN 21 1954

January 5, 1954

Mr. H.B. Glaisyer, Secretary
State Highway Department
Salem, Oregon

Dear Mr. Glaisyer:

Recent local newspaper releases state that the Highway Commission will consider the realignment of 82nd Street at its January meeting.

Representatives of Oregon City, the County Court and the Oregon City Chamber of Commerce would like a few minutes to speak in favor of this project.

Please advise if this can be arranged.

Sincerely yours,

Wallace R. Telford
WALLACE R. TELFORD
County Judge

WRT/mp

NOTED
H. B. GLAISYER

I wrote Judge Telford 1/5/54 following telephone call from him. Reserved 15 minutes on Jan 22 starting at 2:00 PM

D

RECEIVED
FOR FILING
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[illegible]

December 31, 1953

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island
Portland 18, Oregon

Dear Mr. Winn:

Mr. R. H. Baldock, State Highway Engineer, has handed me your letter of December 17, 1953 inquiring as to the action that may have been taken by the State Highway Commission on your letter of November 10, 1953 concerning development of an entrance roadway to Portland International Airport by extending N. E. 82nd Avenue.

As stated to you in his letter of December 2, 1953, Mr. Baldock discussed this matter with the members of the Commission at its last meeting. He pointed out that there is a traffic interchange at the intersection of the T. H. Banfield Expressway and N. E. 82nd Avenue, that N. E. 82nd Avenue presently is a four lane facility northerly from the T. H. Banfield Expressway to its intersection with Sandy Boulevard, and that to improve that particular section would require an expenditure of a large sum of money which this increase of traffic would not justify. He also pointed out that N. E. 82nd Avenue north of Sandy Boulevard and extending to Killingsworth Avenue presently is a two lane facility which should be reconstructed within the next few years to provide a four lane facility because it is part of the state highway system and carries a considerable volume of traffic.

The proposed highway to extend northerly from Killingsworth Avenue to the expanded airport is not a state highway but will be a county road which will require some new construction and improvement. This road can be placed on the Federal Secondary Highway System and as such can be built with 60% Federal funds, 20% State funds, and 20% County funds if the county desires.

The Commission gave this matter very careful consideration, but could not see its way clear to do what you ask. Funds are not available to the Commission at this time to finance improvement of any portion of N. E. 82nd Avenue between the T. H. Banfield Expressway and Killingsworth Avenue, but I was instructed to inform you that the Commission will give consideration to the improvement of the section between Sandy Boulevard and Killingsworth Avenue sometime in the future when funds can be spared to finance the work. As to the proposed road north of Killingsworth Avenue, it is the feeling of the Commission that this is a county concern rather than a state problem, and accordingly the suggestion was made that you discuss the matter with the county officials of Multnomah County.

In the last paragraph of your letter of December 17th you request an opportunity to discuss certain aspects of this matter further with Mr. Baldock. Mr. Baldock has asked me to tell you he will be glad to discuss the matter with you whenever it is convenient for you to call at his office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

FORM E-130 REVISED

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. MCIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

RECEIVED
JAN 1 - 1954
FOR FILING

F 304 (2)

File

December 29, 1953

Mr. John J. Winn, Jr.
General Manager
The Port of Portland
Swan Island
Portland 18, Oregon

Dear Mr. Winn:

there is a traffic interchange at the intersection of the T.H. Banfield Expressway and N.E. 82nd Ave, that

Mr. R. H. Baldock, State Highway Engineer, has handed me your letter of December 17, 1953 inquiring as to the action that may have been taken by the State Highway Commission on your letter of November 10, 1953 concerning development of an entrance roadway to Portland International Airport by extending N. E. 82nd Avenue.

As stated to you in his letter of December 2, 1953, Mr. Baldock discussed this matter with the members of the Commission at its last meeting. He pointed out that N. E. 82nd Avenue presently is a four lane facility northerly from the T. H. Banfield Expressway to its intersection with Sandy Boulevard, and that to improve that particular section would require an expenditure of a large sum of money. He also pointed out that N. E. 82nd Avenue north of Sandy Boulevard and extending to Killingsworth Avenue presently is a two lane facility which should be reconstructed within the next few years to provide a four lane facility because it is part of the state highway system and carries a considerable volume of traffic.

which this increase of traffic would not ~~[illegible]~~ justify.

The proposed highway to extend~~ing~~ northerly from Killingsworth Avenue to the expanded airport ~~will~~ is not a state highway but might be a county road. Which will require some new construction and improvement, ~~of some county~~ roads, none of which are on the state highway system. ~~but~~ This road can be placed on the Federal Secondary highway system

The Commission gave this matter very careful consideration, but could not see its way clear to do what you ask. Funds are not available to the Commission at this time to finance improvement of any portion of N. E. 82nd Avenue between the T. H. Banfield Expressway and Killingsworth Avenue, but I was instructed to inform you that the Commission will give consideration to the improvement of the section between Sandy Boulevard and Killingsworth Avenue sometime in the future when funds can be spared to finance the work. As to the proposed road north of Killingsworth Avenue, it is the feeling of the Commission that this is a county concern rather than a state problem, and accordingly the suggestion was made that you discuss the matter with the county officials of Multnomah County.

and as such can be built with 60% Federal funds 20% state funds and 20% county funds if the county desires.

In the last paragraph of your letter of December 17th you request an opportunity to discuss certain aspects of this matter further with Mr. Baldock. Mr. Baldock has asked me to tell you he will be glad to discuss the matter with you whenever it is convenient for you to call at his office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

3 [illegible]

RECEIVED FOR FILING

F [illegible]

4450

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

December 22, 1953

Merrill Brown
[illegible]
Ore City

Oregon State Highway Commission

Gentlemen:

Pursuant to your instructions, I am making a report of the reconnaissance estimates of several routes between the south city limits of Portland and Oregon City along and near 82nd Avenue. Between Flavel Street, which is the south city limits of Portland, and King Road, a distance of 1.49 miles, the cost of four-lane construction is estimated to be $200,000, and that appears in the tentative program for the 1956 federal-aid primary funds for contracting in 1955.

From King Road to point A on the attached map, which point is immediately south of the viaduct over the Southern Pacific tracks on 82nd Avenue, the cost of improvement on 1.60 miles, including the widening of the railroad viaduct, will be $280,000; therefore, on all of the different lines discussed henceforth between point A and Oregon City, point F, should be added $480,000, of which $200,000 has been programmed.

The first line discussed is a line shown in blue which leaves 82nd Avenue at point A and extends to point F by way of A-B-C-D. The cost of four lanes on this route will be $1,341,000. Since it is necessary to build a new bridge at Parkplace, regardless of the location selected, the cost of a two-lane bridge at Parkplace is added to this comparison, amounting to $200,000, which makes a total cost of $1,541,000. The benefit quotient is 1.09. This line involves a grade separation for southbound traffic over US99E at point C. If this grade separation is not built and in lieu thereof a simple channelized intersection with traffic light is installed at point D, the cost will be reduced to $1,443,000. The benefit quotient of this line is 1.53. This, however, does not take into consideration the delays to traffic on 99E by reason of the traffic light.

It is planned at some time in the future to extend the Clackamas River secondary due west to connect with 82nd Avenue, involving a grade-separation project with the Southern Pacific Railroad, as indicated by the dotted green line on the map. It would be possible to continue this extension to the line A-E-F, the red line, but it would not be feasible to continue it to line A-B-C-D, the blue line. This road carries a great deal of traffic, particularly log traffic, and it should be given consideration in the relocation of 82nd Avenue. The relocation by line A-E-F, the red line, would serve admirably for this extension as shown.

See also delegation

MAP

The red line, A-E-F, on a four-lane basis, would cost $1,702,000. This, of course, would involve a four-lane crossing of the Clackamas River at Parkplace. The benefit quotient by this line is 2.95.

The green line, A-E-B-C-D-F, on a four-lane basis would cost $1,582,000 after adding the $200,000 for the two-lane Parkplace Bridge over the Clackamas River. This would involve a grade separation of the Pacific Highway East at point C for southbound traffic. The benefit quotient of this line is only 0.51. If the grade separation be eliminated and a channelized intersection with traffic-control light be made at point D, the cost would be $1,484,000, including the $200,000 Parkplace Bridge. The benefit quotient by this line is 0.95.

As you will recall, the benefit quotient is the ratio between the annual benefits to the road user, represented by the savings in the operation cost of motor vehicles and in time savings to vehicle operators and passengers, and the annual road cost, including the amortization of the investment, maintenance and operation.

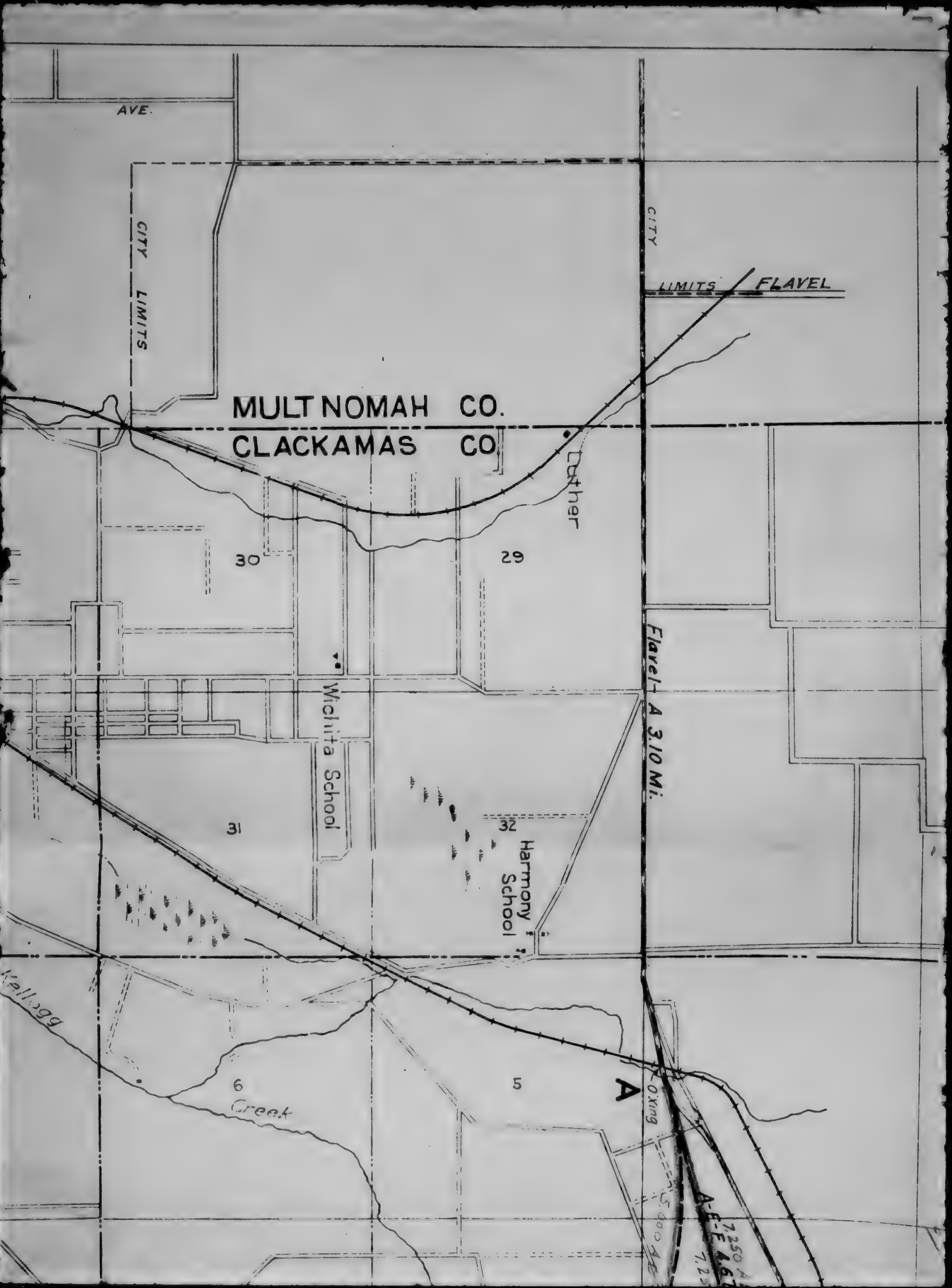
From this analysis it is readily apparent that the line that will give the greatest benefits to the greatest number of people is the red line, A-E-F, with a benefit factor of nearly 3.0, involving a cost of $1,702,000. The total cost to complete a four-lane highway from Portland to Oregon City is $2,182,000, of which $200,000 is now programmed. This plan involves grade separations of the more important roads.

As a minor deviation, the location could cross the Southern Pacific Railroad and enter Oregon City via Washington Street, but this route would cost $224,000 more and is not recommended.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure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CITY LIMITS
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MULTNOMAH CO.
CLACKAMAS CO.
Luther
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Wichita School
Flavel - A 3.10 Mi.
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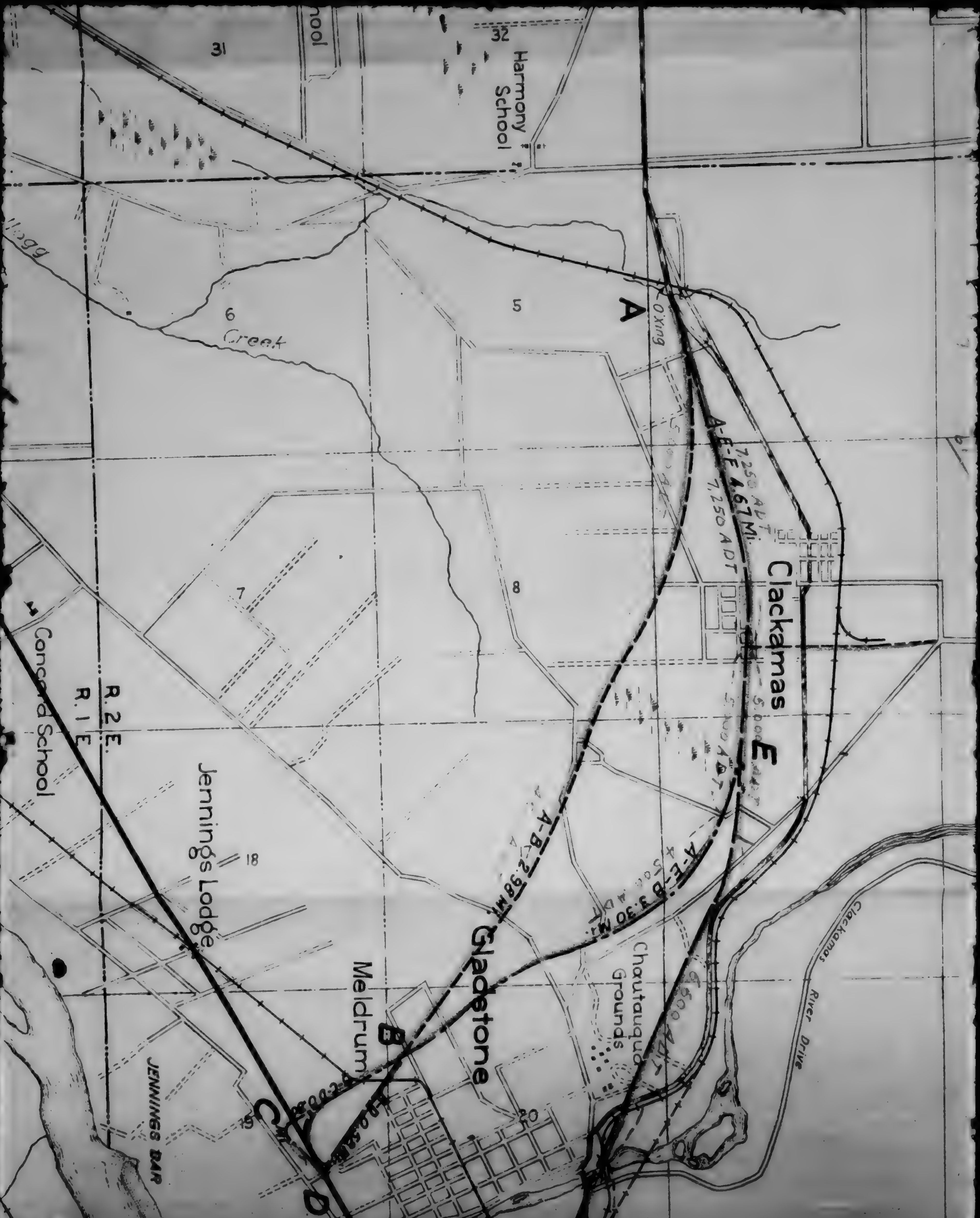
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Jennings Lodge
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A-B 2.98 Mi.
A-E-B 3.30 Mi.
Gladstone
Meldrum
B
C
D
Chautauqua Grounds
Clackamas River Drive
JENNINGS BAR
19
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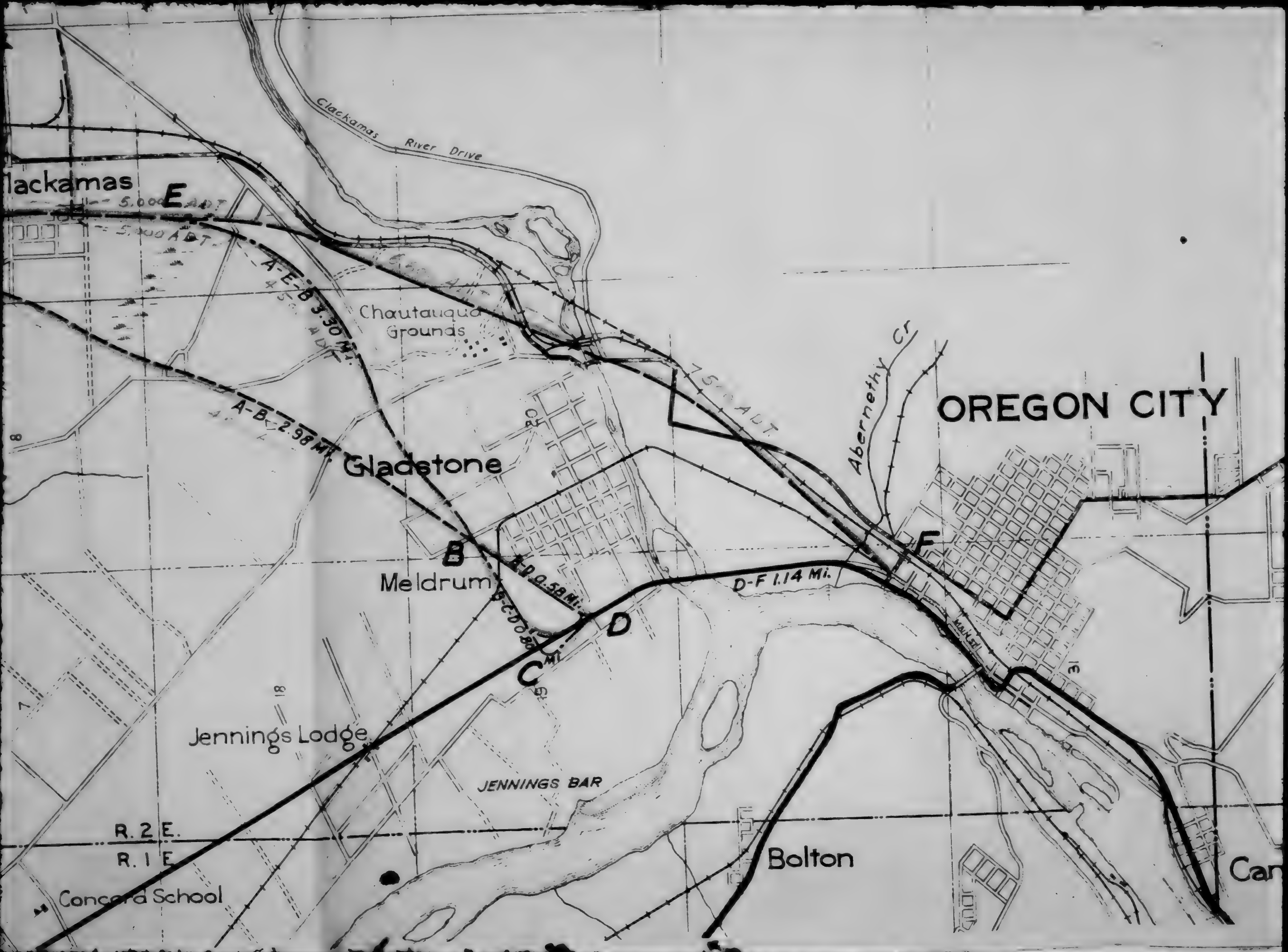
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OREGON CITY
F
Main St.
7
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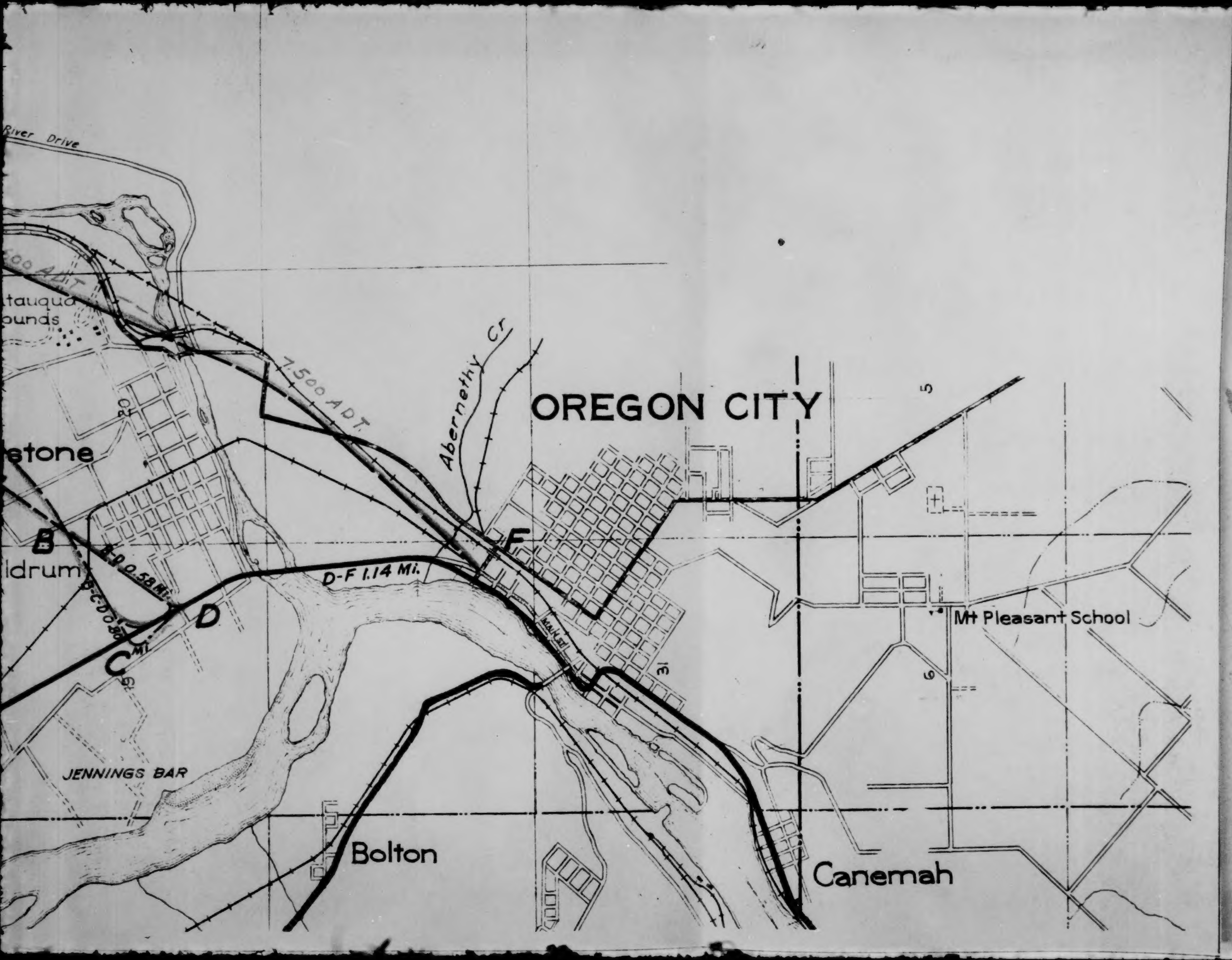
Jennings Lodge
JENNINGS BAR
R. 2 E.
R. 1 E.
Concord School
Bolton
Car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JENNINGS BAR
Bolton
Canemah
Mt Pleasant School
MAIN ST

4.p

The Port of Portland
Swan Island • Portland 18, Oregon

COMMISSIONERS
W. L. WILLIAMS, PRESIDENT
L. H. HOFFMAN, VICE-PRESIDENT
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EDMUND HAYES
CLYDE RAABE
FRANK M. WARREN, JR.

GENERAL MANAGER, JOHN J. WINN, JR.

December 17, 1953

Mr. R. H. Baldock, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Baldock:

Thank you for your letter of December 2nd in which you informed The Port of Portland that the State Highway Commission would consider the improvement of 82nd Avenue from its connection with the Banfield Expressway northerly to connect with the expanded Portland International Airport.

I have since seen in the paper something concerning action of the Commission in this matter, and I wish to thank you for your cooperation and courtesy. When we have received your official notification of the action taken, I would like the opportunity of discussing certain aspects of this matter further with you in order that I may have your advice.

Very truly yours,

THE PORT OF PORTLAND

John J. Winn, Jr.

JOHN J. WINN, JR.
General Manager

JJW:se

REFERRED TO
Glaisyer
State Highway Engineer

Please see me
About the modification

also 4 j

ANSWERED
H B GLAISYER

RECEIVED
DEC 21 1953
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 - 1953
FOR FILING

F-304 (2)
4450

December 3, 1953

Mr. Glaisyers copy
to him - 9-19-55
pg

Oregon State Highway Commission

Gentlemen:

I attach hereto a copy of a letter from the Port of Portland in which the Commission is asked to build a connection between the Banfield Expressway and the new airport by way of 82nd Avenue extended. Little improvement can be made to 82nd Avenue from the expressway to Sandy Boulevard without the expenditure of a large sum of money, but the Highway Commission should widen to a four-lane facility that portion from Sandy Boulevard to Killingsworth Avenue which is now a state highway. It is only about one-half mile from Sandy Boulevard to Killingsworth Avenue. The existing highway should be reconstructed, and this will probably be done within the next few years with regular moneys available to Division No. 1.

From Killingsworth Avenue north to the expanded airport would require some new construction and some improvement of existing county roads. None of this area is on the state highway system, and I would not recommend that it be placed thereon. This would appear to be a matter between the Port of Portland and Multnomah County, and I recommend denial of the request that the State make the connection.

This matter will be on the next agenda, and I will have a map indicating requested improvements.

Very truly yours,

R. H. Baldock
State Highway Engineer

Enclosure

cc Mr. H. G. Smith

WCW:me fp

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #4384 Ends with: Contract #4450

FLASH CARDS: Begins every Contract

Remarks: Contract 4450 Continued on Reel 76

Reel No. ____ Reduction Ratio 21:1 Project No. ____

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 30 day of December 1980 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature ____